

# THE COMMERCIAL MOTOR

FRIDAY, AUGUST 4, 1961  
ONE SHILLING

## NEW FROM AUSTIN



- Fastest ever vehicle in f.w.d.
- 9 inch wheel movement all round
- 2.2 litre London Taxi engine (petrol or diesel)
- Rubber torsion suspension front, leaf springs rear

The 9' 3" wheelbase Gipsy is available with canvas tilt, hardtop or as a pick-up truck.



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The Best Brakes in the world



August 4, 1961

THE COMMERCIAL MOTOR

For the many users  
of  
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## 4 VITAL FACTS STAND OUT



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Wherever they go, their clean, attractive lines add to the prestige of their owners.

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With a generous carrying capacity of 210 cu. ft. they reduce transport costs to a minimum.

### ECONOMY

Available with fully-proved four-cylinder petrol or diesel engine, ample power is combined with economical running.

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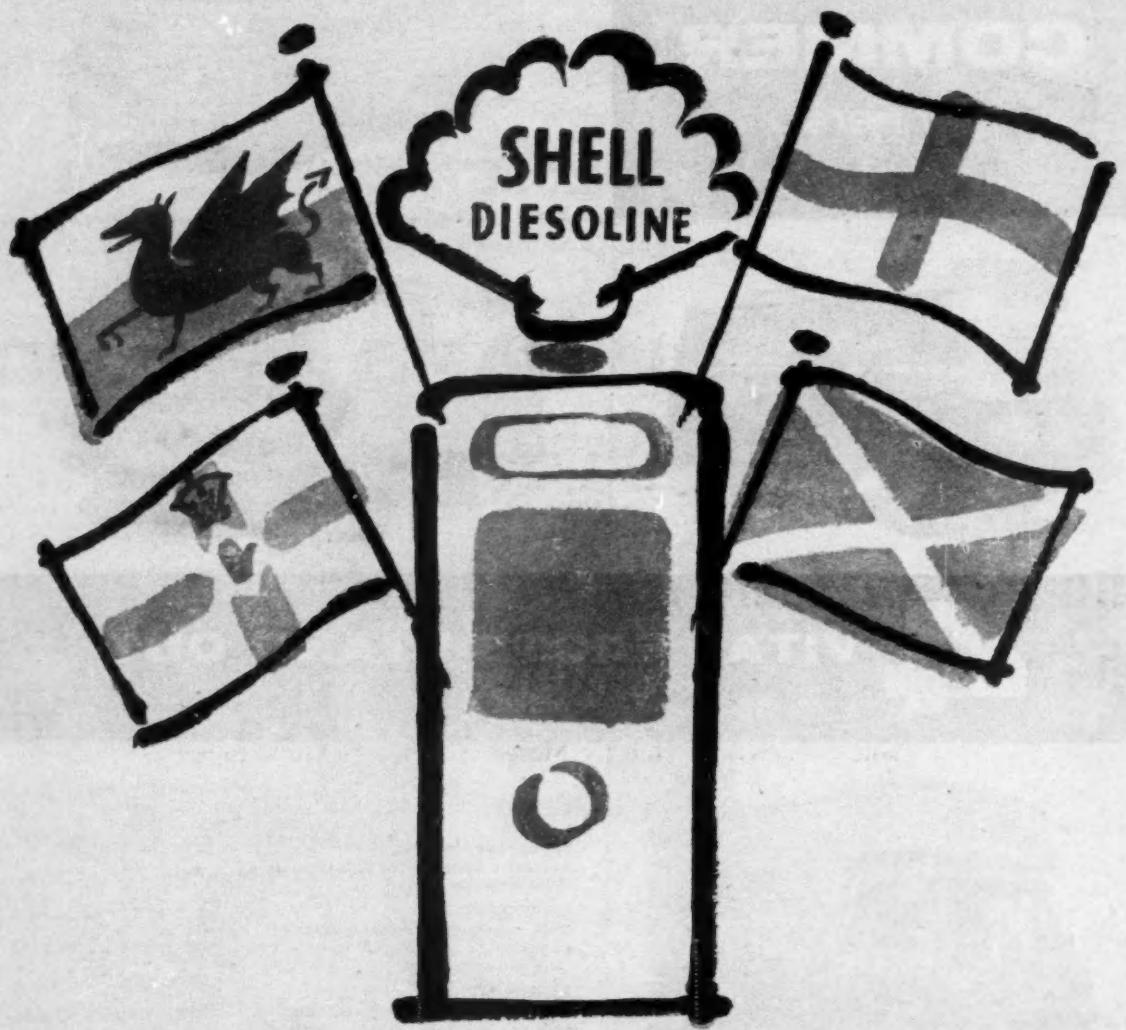
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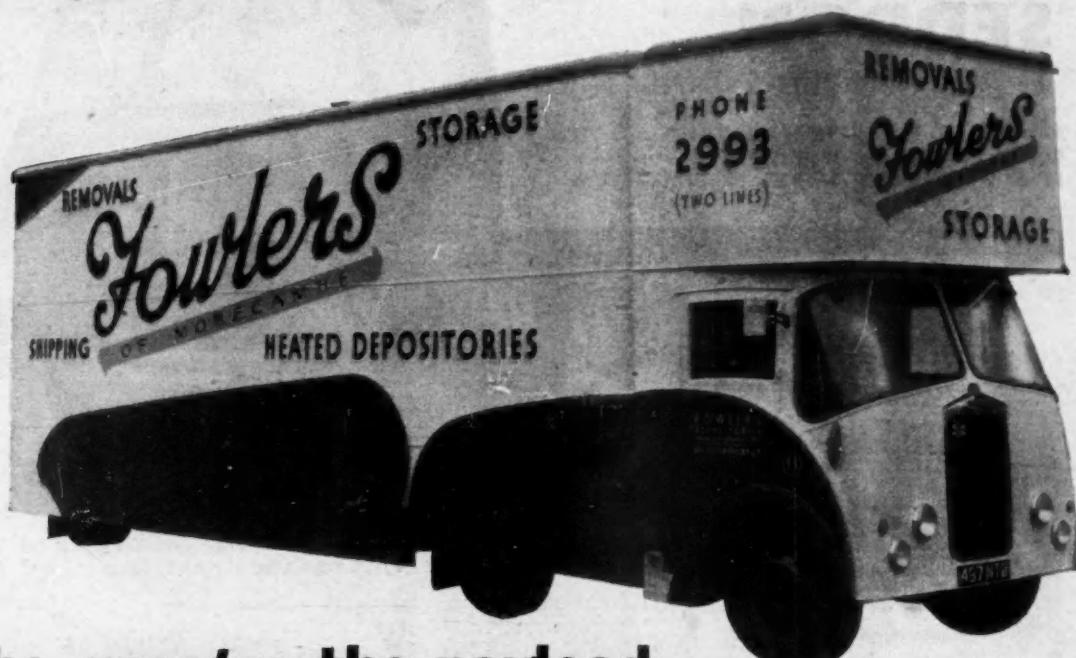
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The "Albion" Tractor is fitted with a Homalloy-constructed plastic cab with a Luton-type compartment incorporated above. The Trailer is built of Homalloy Light Alloy sections and is panelled throughout in plastic. The roof is also of plastic.

Total carrying capacity exceeds 2,000 cu. ft.



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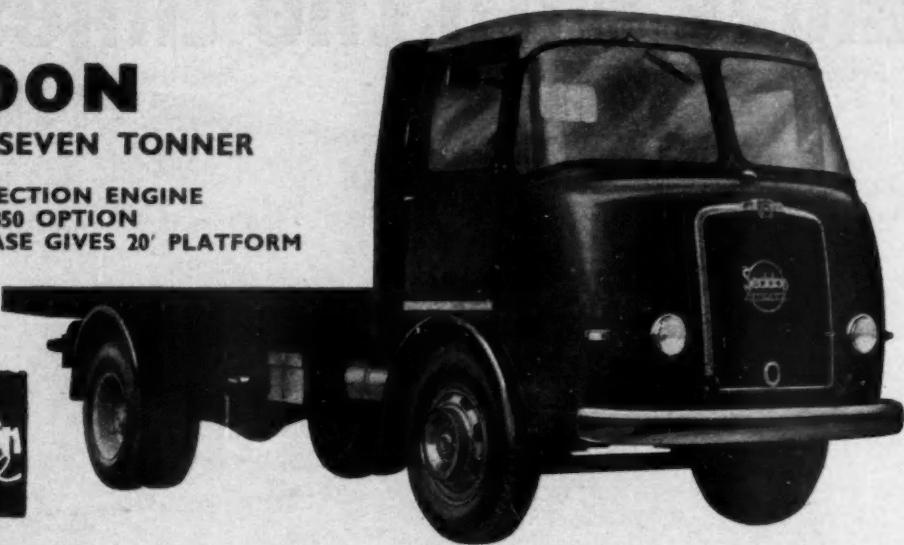
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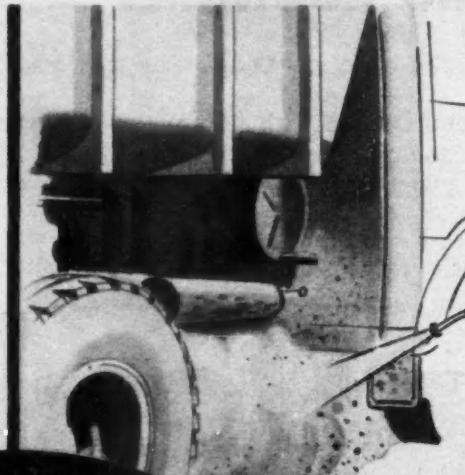
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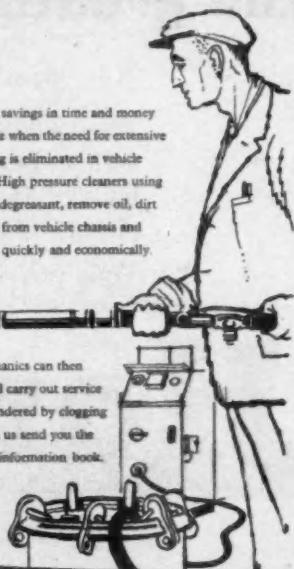
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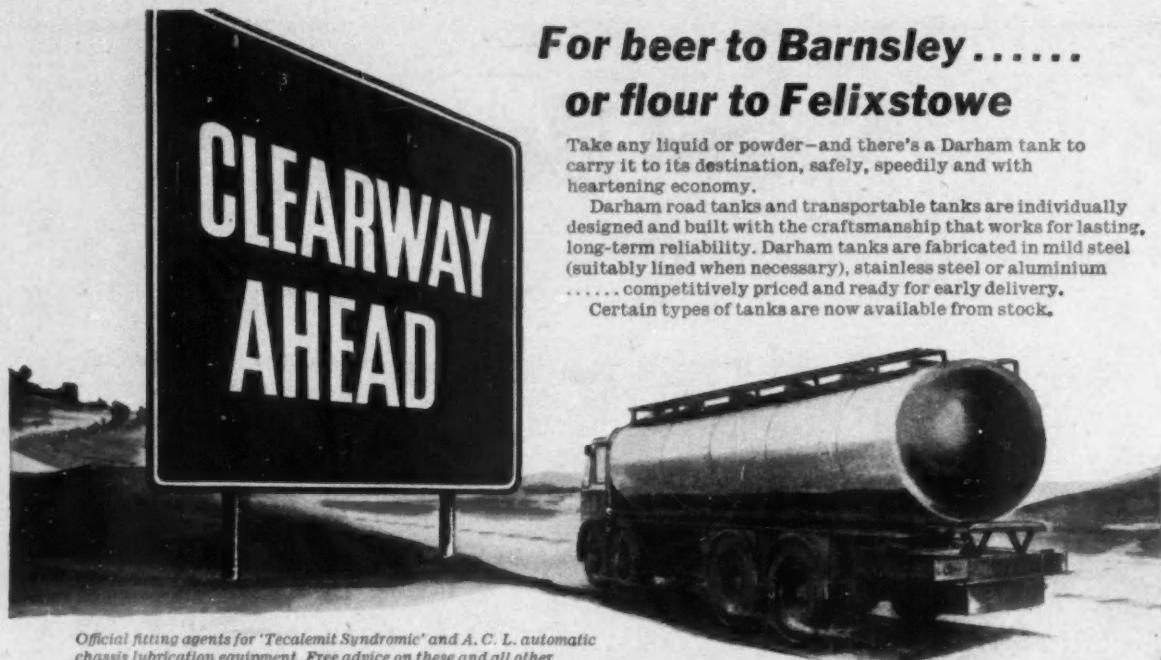
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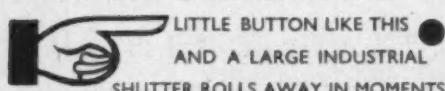
**INTERNATIONALLY**

the astronauts have got the matter buttoned up.

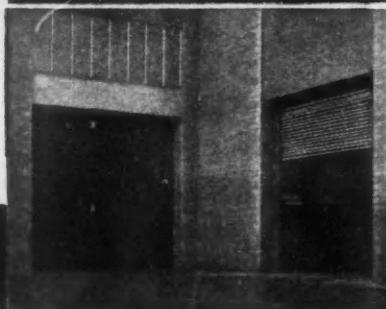
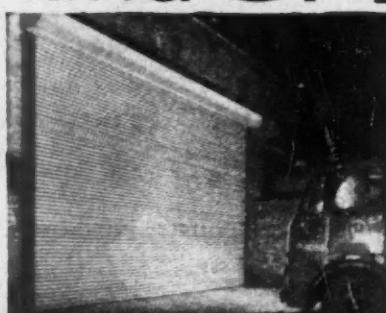
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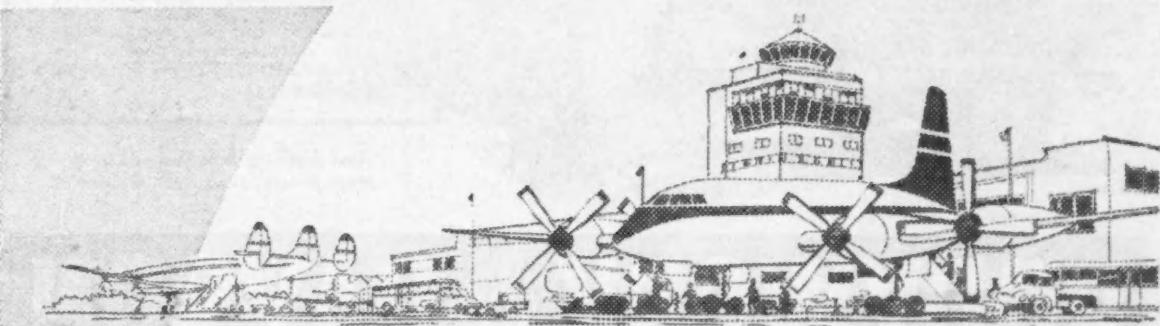
August 4, 1961

THE COMMERCIAL MOTOR

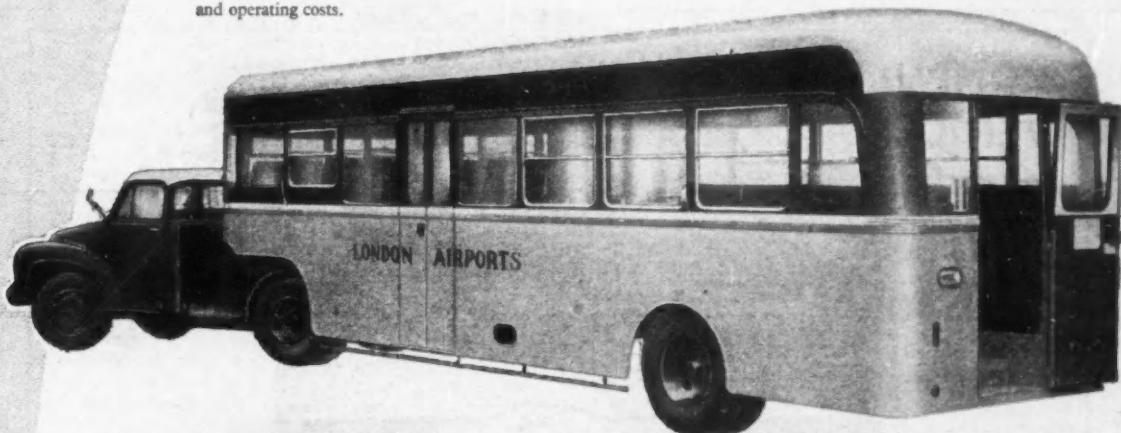
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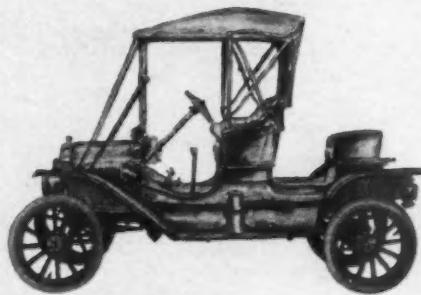
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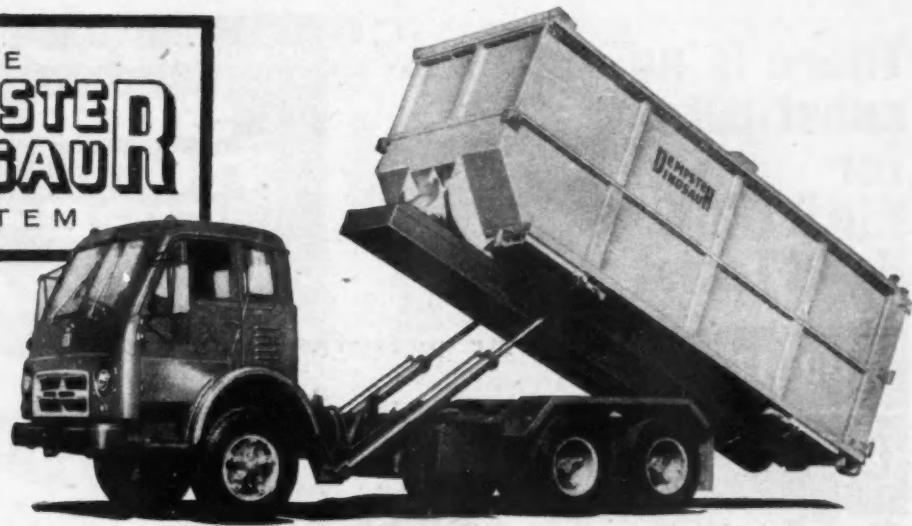
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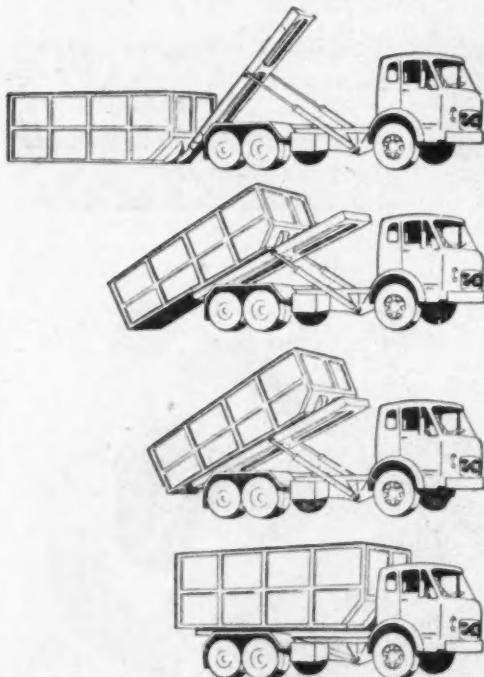
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**PDE**



Dempster Dumpster LFW



Dempster Dumpster GRD

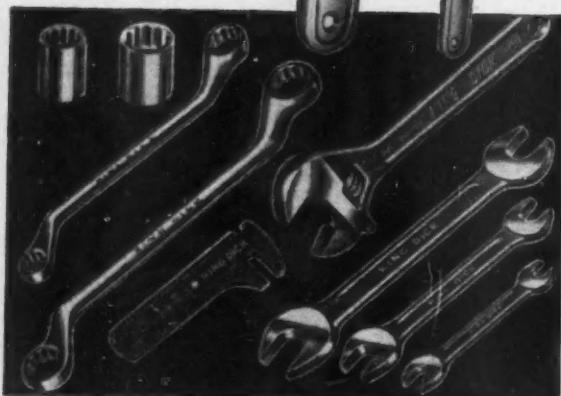
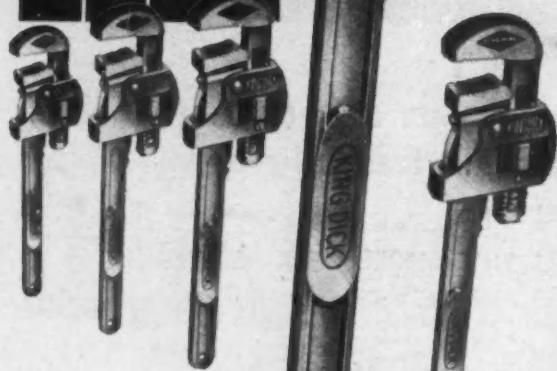


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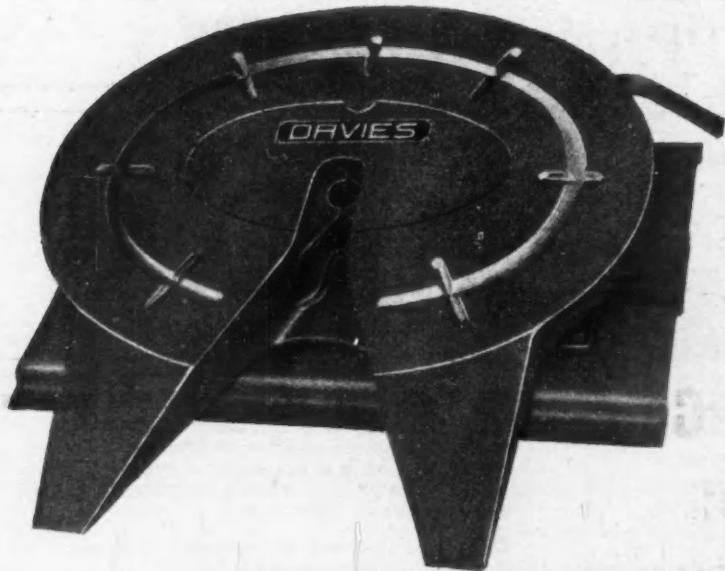
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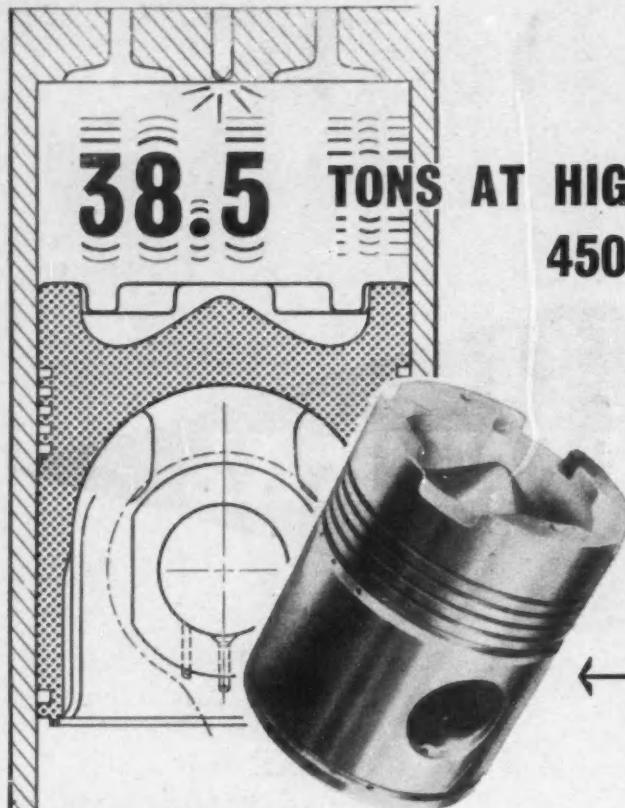
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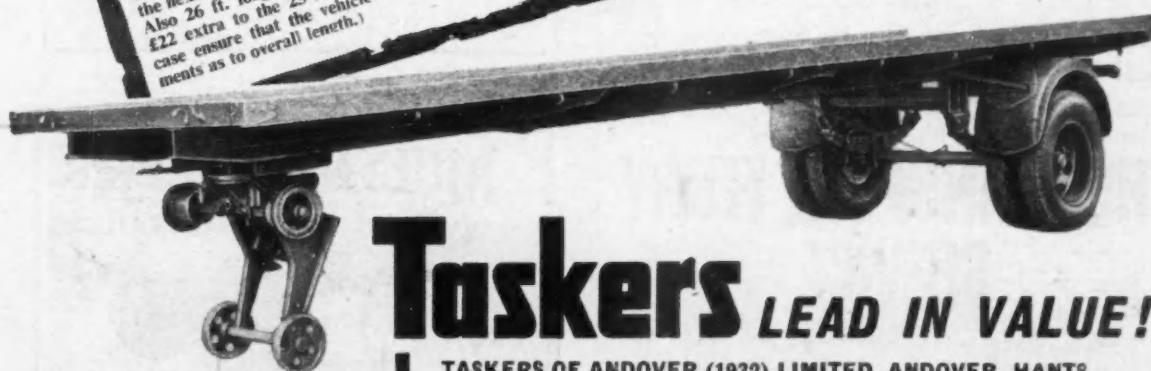
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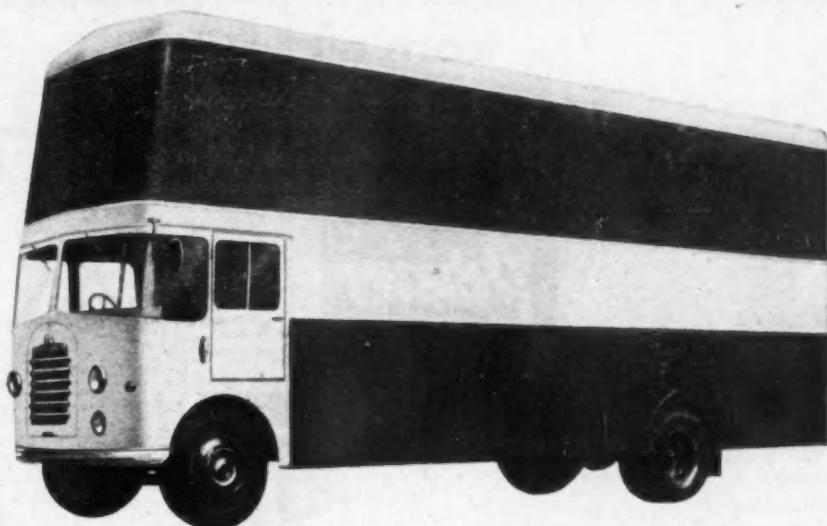
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from all sides...

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Editor:  
**ALAN HAVARD**  
A.M.Inst.T.

Technical Editor:  
**JOHN F. MOON**  
A.M.I.R.T.E., A.S.A.E.

Assistant Editor:  
**CHARLES M. HENDY**

Proprietors:  
**TEMPLE PRESS LIMITED**

Chairman and Managing Director:  
**ROLAND E. DANGERFIELD**

Head Office:  
Bowling Green Lane, London, E.C.1.  
Telephone: Terminus 3636.  
Telegrams: "Pressimus London Telex."  
Telex: 23839.  
Cables:  
"Telex: 23839=Pressimus London E.C.1."

Branch Offices:  
Bayliss House, Hurst Street, Birmingham.  
Telephone: Midland 6616.

50 Hertford Street, Coventry.  
Telephone: Coventry 27414.

1 Brazenose Street, Manchester.  
Telephone: Deansgate 6114-8.

12 Renfield Street, Glasgow.  
Telephone: Central 1413.

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## Welcome Decision

ONE thing which stands out from the decision of the Court of Appeal in its findings on the Merchandise Transport case is that hauliers are not going to have their world turned upside down. The difference between an A licence and a C licence still means what it always did. And if the truth be known, a lot of C-licensees are just as glad to see the Transport Tribunal's decision reversed. In this matter, all hauliers must owe a large debt of gratitude to the Road Haulage Association and the British Transport Commission for the determined stand they took.

But there is a second, more far-reaching, aspect of this decision and that in the Arnold case (given at the same time). The High Court has reinforced the licensing structure with its comments about the discretionary functions of Licensing Authorities, and it has said of the Tribunal that regard for the requirements of the law must be tempered by taking into consideration the circumstances of individual cases. The Tribunal's function is an invaluable one, but it is as well that it should bear in mind one of the main bases of British law, that of equity. It is equally right that the L.A.s' discretionary powers should be as full as possible, because they know most intimately the requirements in their own areas.

The full extent of the Arnold decision is more difficult to judge at the moment. It will undoubtedly considerably swell the present trend to seek ordinary A licences in place of contract grants, but does not of itself create a completely new situation such as would have obtained if Merchandise had been upheld. The spotlight, it would seem, now swings back to the thorny problem of conversions of contract A licences.

## Continental Challenge

THE sudden surge of interest in possible British membership of the European Economic Community—the "Little Six" at the moment, but perhaps more popularly known here as the Common Market—has tended to obscure the effect such a move could have upon British operators of road goods vehicles. Is it going to be a profound effect, a slight alteration in the life of hauliers and C-licensees, or is it going to mean no difference at all?

In an attempt to answer the questions, and to explain to operators some of the implications, *The Commercial Motor* has commissioned a series of articles on various aspects of the subject. The first two appear in this week's issue. On page 16 the legal and licensing meaning of the Common Market is explained, then on page 18 there is an expert economic appraisal of the traffics that might be offered to hauliers.

All this may seem rather high-flown, a little far removed from the life of an everyday haulier, but it must be clearly understood that a common transport policy could result for all operators as members of the Common Market. The old order, the present conception of road haulage for British operators, might change.

This is nothing for British operators to be frightened of. On the contrary, *The Commercial Motor* feels that entry into the Common Market could well result in a great increase in business for road hauliers. If British industrial production leaps ahead, there is a great chance for road haulage. Obviously there is at least an equal chance for the railways, but the fact remains that a share of any increased traffic must fall to road operators: the proportion will be entirely determined by the efforts hauliers make to move into this new sphere.

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- The Continental Ferry Service and the Common Market
- Diesel-engined 5-tonner Tested

Men Who Make Transport

BLUE eyes, twinkling, kindly eyes, a square-cut jaw, hair greying at the temples. A man who never uses two words where one will do. A navy man? Obviously. Yet he had not the Supremo figure; rather was it of comfortable, family-man build, yet upright, commanding, the figure of a man who knew where he was going.

I got this first impression—later very much confirmed—in the office of Mr. Robert Antony Beckett, managing director of the firm who put the windows into all forms of transport, Beckett, Laycock and Watkinson, Ltd., of Acton Lane, London, N.W.10. It was a ward-room atmosphere, with walls of natural white pine, red upholstery and the inevitable bench seat in the corner. Mr. Beckett was having his photograph taken. Like a good navy man he was embarrassed, clearly so.

The stocky, family man, ambled over to the bench seat to join me. The former second row forward, who once captained the R.N.V.R. rugger XV, keeps fit with a ball of different shape at Ealing Golf Club these days. "Eighteen holes every Saturday and Sunday morning. Got to keep fit for all my globetrotting," he said. "In any case, haven't played rugger since I got kicked in the face at Alex."

Alexandria . . . September 3. A date and a place Antony Beckett could never forget. He had been in the London Division of the R.N.V.R. since 1932. Active duty, too, for he is fluent in Spanish and Swedish. He was flown out to Alex at the time of the Munich crisis, and was in Port Said on September 3, 1939. War had come into the young naval officer's life . . . and so did romance.

For it was in Port Said that he met the girl, Kathleen, who was to become his wife . . . at a ceremony in Alexandria . . . on September 3, 1941.

They had their first two children in the Middle East; after Monty had settled the Alamein business. Our "little Egyptians" they called them—Diana and Sylvia. Since then Rosemary and Patrick have joined the family circle. And Patrick—like his father, the only son—is now at his father's old school, Rugby.

Antony is the son of the founder and chairman of the

Bird's Eye View

## London—Glasgow in 2 Hours —By Hovercraft!

ARE hovercraft anything we should take seriously as a competitor or not? Opinions seem to vary and, as might be expected, the opinion of Mr. Geoffrey Cockerell, the inventor, is decidedly pro-hovercraft. The Worshipful Company of Carmen thought sufficiently highly of hovercraft to present their Viva Shield (presented annually for outstanding contributions to transport) to Mr. Cockerell, and last week the Master, Mr. Raymond W. Birch, presented the shield, plus a gold medal and illuminated address, to Mr. Cockerell.

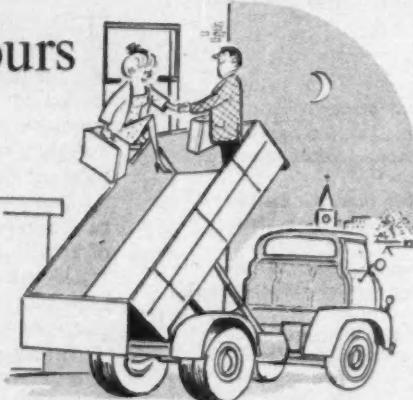
I was an interested witness of this pleasant ceremony, at which Mr. Cockerell spoke of his high regard for the hovercraft. He pointed out that a "tracked" version (one running on its own way, like a railway) could—at the present stage of development—make the London/Glasgow run in two hours.

Hovercraft already in existence can carry 60 passengers or 2 tons of freight. This, gentlemen, I submit is a potential threat. Might it be an idea to remember someone's immortal words "If you can't beat it, buy it"?

### Rare Honour

AT the Carmen's lunch I met, very briefly, Mr. C. R. Hodgson, the East Midlands Licensing Authority, who tells me (and wild upper drivers wouldn't drag the name of the company from my lips) that he recently received a letter from a solicitor who had appeared before him, thanking Mr. Hodgson for his

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decision (which, I need hardly add, was in favour of the solicitor's client).

I also gather it was the first time Mr. Hodgson has ever been accorded such a pleasant, and rare, honour. He is, Mr. Solicitor, very pleased.

### Lucubration

A LOT of people—myself included—are suckers for the art of word-dropping. We love nothing more than to clasp tenderly to our bosom a new sound, and then casually drop it where it will make the most noise.

Just such a word came my way the other day via Mr. Alban Ford, the indefatigable Public Relations Officer of the British

# Antony Beckett

Beclawat organization, Joseph Edge Beckett, a grand old man approaching his 80th birthday who still goes to his office every day. Would Patrick, I asked, follow in his father's footsteps and become the third generation Beckett to head the firm?

"Don't believe in forcing a boy into a career that is not of his choice," said his father. Then he added, almost with a purr, I thought: "But he wants to get an engineering degree at Cambridge and also to qualify as a chartered accountant. Ideal qualifications for this job, eh?" There was a happy glint in father's eye. He'll soon be celebrating his 50th birthday. Comforting thought to have a son with ambitions like Patrick. And if he does follow in father's footsteps he's going to see a great deal of the many countries in which travellers view the passing scene through Beclawat windows.

For Antony Beckett says: "The world is my parish; I must get around it." A sentiment, if one can call it that, that many British manufacturers would do well to follow. It's a changing world, he says. Vast changes come about in overseas countries every year. You must "be with" these changes; know the new executives; learn of their troubles in person. It is a personal service from the boss that keeps the customer happy. You must be airborne, not chairborne.

Join the Navy and see the world, they tell us. Beclawat windows and sliding door gear have shown Mr. Beckett more of the world than ever the Royal Navy did. For after getting mixed up in the "little trouble" at Crete when he was serving with H.M.S. "Warspite"—"We got knocked about a bit," says he, in a typically naval piece of masterly understatement—he spent the rest of the war in "stone frigates" . . . to the inestimable joy, no doubt, of Mrs. Beckett and the "little Egyptians," but not to the sailor—a Lt. Commander by then.

On February 28, 1946, Antony Beckett arrived in England for the first time since the beginning of the war. He was a civilian again. On March 1 he attended his first board meeting at Beckett, Laycock and Watkinson, having been appointed to the board during his absence on war service. Action stations. Off with the old war, on with the new. Now the world really was his parish.

## By The Hawk

Omnibus Companies' Public Relations Committee. I phoned Alban on the evening last week when Mr. Selwyn Lloyd announced his intention of adding 3d. to the white man's burden. I phoned almost indecently late, and apologized—only to be told Mr. Ford was "lucubrating," so it was quite all right.

If you want to know what it means, my dictionary defines this act as "study by lamplight." Was it, I wonder, in his case an oil lamp?

## Farewell, Sir John

IT is not often that railwaymen appear in *The Commercial Motor's* pages—except when taking exception to some harmless application by a road operator to serve his customers better! But I cannot allow the news of Sir John Benstead's impending retirement on September 30, next, as deputy chairman of the B.T.C., to pass without a small tribute to this most charming of charming men.

Once-a-railwayman-always-a-railwayman is not a fair ticket to pin to Sir John. He has built a considerable reputation since joining the Commission in 1947 (he has been deputy chairman for 12 years) as a man who is genuinely interested in transport—not just one sector of it. Our transport sphere could do with hundreds like Sir John; he will genuinely be missed.

## Shaggy Dog Bid?

A N applicant for a new licence states that he wants to carry dogs to and from shows and "felt hats to and from outdoor workers."



Framed—by one of his own windows—Mr. R. A. Beckett.

In 1949 he was off. The vast African continent was the great land of industrial opportunity. Transport is the life blood of industry. And transport, on land or at sea, needs windows and doors that slide. Antony Beckett talked Beclawat all over that vast continent. In 1953 he was off to the Far East, concentrating mainly on India and Pakistan.

In 1957 he visited Canada to get to know the recently purchased subsidiary manufacturing unit, Beclawat (Canada), Ltd., in Montreal. In 1958 he circled the earth, stopping everywhere possible, including Australia long enough to establish a new subsidiary, Beclawat (Australia) Pty., Ltd., at Melbourne.

"It's six days work and travel on the seventh," says Antony Beckett. "It's tough going, but rewarding. You come back with a sense of achievement and, what's more important, you know your customers and their problems. And with that knowledge you know where you're going."

In 1959 he flew the Atlantic four times, and in 1960 he made two more world tours, visiting plants and agencies in India, Johannesburg and Sweden which had been set up to give the Beclawat organization a truly effective world-wide coverage.

This year so far he has had what he calls '34 "ups and downs" in flights to many lands. Travel for the busy executive in the 'sixties is as hectic almost as life at sea.

How to cope? You learn to relax with the people and the things you love. Step inside the Beckett home in Ealing any evening and you'll hear the works of Beethoven, Tchaikovsky, Mozart and other masters. His favourite? Beethoven's Choral Symphony, he says, without hesitation.

But he's an outdoor man really. There's his week-end golf—and of course the Navy man's pink gins at the 19th—and if the family aren't entertaining they indulge in every sailor's first hobby, sailing. "It's only a Fairey Duckling," says Antony Beckett, "but she gives us a lot of fun."

What have the war, the travels and the business responsibilities taught this man who, son of the founder and chairman of a successful company, was born with the dice of life loaded in his favour? An appreciation of the ordinary things that so many in this age are too discontented to notice. The wind in the sails of his Duckling . . . good music . . . a happy family life . . . and above all, humility.

"Here at Beclawat," he said, as we strolled through the workshops, "I feel part of a team. My part is no less important than that of every man here."

A big man . . . that's Antony Beckett. Nice to have met you, Sir.

C.M.H.

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# Merchandise C-to-A Switch Reversed by Court of Appeal . . .

**I**N a crowded court room at the Royal Courts of Justice in London last Friday, three Lord Justices of Appeal ruled that the Transport Tribunal were wrong in law in reversing the decision of the Metropolitan Licensing Authority who had refused Merchandise Transport, Ltd.'s, application to transfer £12 vans from C to A licence. They indicated that a B licence would have been more appropriate.

But in their judgment on the Arnold Transport appeal, they found that the Tribunal's decision to allow Arnold to convert 40 vehicles from contract A licence to A licence was right. They indicated that they felt that

in refusing the application the South Eastern Licensing Authority had felt the Tribunal's hand pressing "too hardly" upon him.

Each reading their own separate judgments—which took over two hours—the Appeal Justices came to almost identical conclusions—that the Tribunal "whilst properly making decisions for the guidance of the industry, tended to apply too rigidly and authoritatively their pronouncements, without due regard to the discretion which each application involved."

Where discretion arose, it should not be hidebound by authority."

## Tribunal Could Have Offered B Licence to Merchandise Transport

**D**EALING with the Merchandise appeal Lord Justice Sellers, the president of the Court, attached importance to what had taken place before the Licensing Authority during the hearing of the application. Harris Lebus, Ltd.'s undertaking not to apply for additional C vehicles or C hiring allowance, and Merchandise Transport's undertaking that if the application was granted the vehicles would be used to carry only Lebus goods on outward journeys, altered the whole nature of the application.

With such a restriction on outward journeys, it could scarcely fit the description of public carrier and it was not surprising that an application of this character had given rise to doubts in the mind of the Licensing Authority, who had dismissed the application and found that the desire of Harris Lebus to employ Merchandise Transport to carry their goods was "less than genuine."

### "Genuine" Was Unnecessary

It was subordinate to the desire of Harris Lebus and its subsidiaries, the Authority had said, to use A-licensed vehicles in order substantially to increase the capacity they could offer for return loads.

It was unnecessary to use the word "genuine" at all even though it had appeared in an earlier judgment of the Tribunal, said Lord Justice Sellers, but the suspicion which the finding expressed seemed to be justified.

The evidence of the objectors (the B.T.C. and 60 independent road operators) stood alone and unchallenged with regard to facilities for return loading, he went on. Merchandise Transport had "boldly" called no evidence on return loads and relied on authority to permit evidence of need for outward traffic as sufficient to justify the grant without further proof, and particularly without consideration for return traffic.

As the matter had been left by the Tribunal, Merchandise Transport had acquired a right to trade which fulfilled the circumstances of a B licence. Faced with the undertaking with regard to outward traffic, the Tribunal should either have dismissed the appeal or, at their discretion, should have offered a B licence with the conditions attached.

### The Authority's Duty

If this had been accepted, they could have sent the matter back to the L.A. to say what restrictions, if any, should be placed on Merchandise Transport's rights to pick up return loads. There was a duty on the Licensing Authority to consider the return facilities, particularly giving consideration to restricting return loading from certain centres, where vehicles might tend to become concentrated.

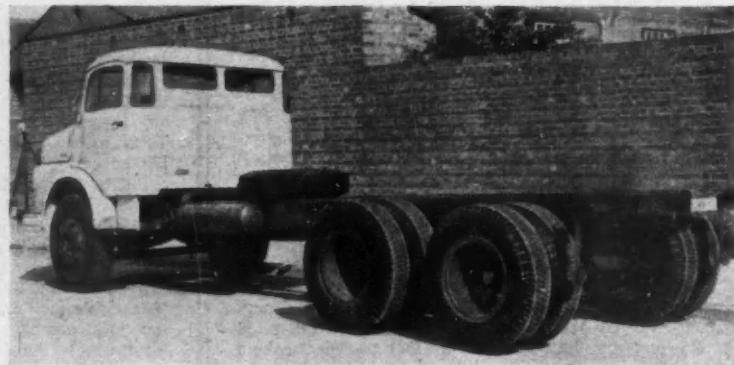
His Lordship said that he would allow

the appeal on the grounds that the appropriate licence which the Act provided was a B licence, and that under the Act an A licence was "not available" to them. If a B licence were sought, then full consideration should be given to the objectors with regard to return loads.

He would allow the appeal, equally with other members of the Court, on the ground of the relationship of the main company with its subsidiary company, Merchandise Transport.

The error in the Tribunal's decision was one of law. The Tribunal was an "expert body" responsible for the proper administration of the Act. He would be reluctant to interfere with any matter of discretion, although there was power to do so in exceptional circumstances. They had for so long given the final judgment in these matters.

The Licensing Authority's decision was right and should be restored.



A York third-axle conversion has been applied to this Mercedes-Benz semi-forward-control 338 chassis to the order of Comberhill Wakefield Garages, Ltd., Wakefield, who are Mercedes-Benz and York distributors and who have ordered similar conversions on two Mercedes-Benz 327 chassis. The converted six wheeler has a gross weight rating of 20 tons on 9.00—20 (14 ply) tyres, and its chassis-cab weight is 5 tons 8 cwt. This is believed to be the first third-axle conversion of a Mercedes-Benz chassis to be completed in this country.

# ... But Arnold Contract A - to - A Decision Upheld

**T**URNING to the Arnold Transport (Rochester), Ltd., appeal, the president said that, on the face of it, their proposal to carry Gyproc Products' goods to southern England and South Wales, as they were already doing, and to bring back return loads on a scheduled basis, giving a regularity of service and linking up with A-licensed carriers from those districts, seemed sensible and economic, with advantage to Arnold Transport, Gyproc, and other traders who would benefit by a regular scheduled service.

His Lordship considered that the Licensing Authority was not entitled to refuse Arnold's application as he did because he (the L.A.) thought the existing contract for seven years—which did not expire until June, 1965—was more in the interests of Gyproc than the proposed new arrangement.

#### The Best Judges

Gyproc had supported the application and must be accepted as the best judges of their own interests—both contracting parties were free and friendly and were entitled to look after themselves.

He agreed with the Tribunal that this was irrelevant. In any case, advantages would accrue to both parties, for there was a basis of economy which, while not perhaps producing a reduction in rates, might well prevent increases or reduce their extent.

It might be that the Licensing Authority had adopted this course, thinking it was an acceptable ground, not covered by adverse authority, for refusing the licence.

The Tribunal's hand was perhaps felt to be pressing too hardly upon the Licensing Authority. "I think our two decisions will, in future, tend to lighten the pressure and give recognition to the scope which the statutory power of 'full discretion' established."

#### Some Abstraction

Whilst the objectors in the Arnold case did not call any evidence, it appeared probable, by inference, that the scheme envisaged would mean some abstraction of traffic from the railways or other public carriers—a matter for secondary consideration.

The Tribunal's view of the case—that there was no evidence that any other haulier could do the work and that evidence to this effect had always been treated as justifying the grant of a licence—was an illustration of the rigidity complained of by the appellants in both cases.

Past decisions may well have fitted the cases the Tribunal decided, but here the existing contract A licence was fulfilling all Gyproc's needs and the L.A. and the Tribunal, in these circumstances, were clearly not bound to grant an A licence

#### Two Firsts

**T**he Road Haulage Association, which sponsored the appeals, pointed out this week that this was the first time a decision of the Transport Tribunal had been successfully challenged in the courts. Moreover, it was the first occasion on which a case had been taken to the Court of Appeal—previous cases having been heard by the Queen's Bench Division.

Mr. G. K. Newman, the Association's secretary-general, said: "It is not yet possible to assess in detail the implications of the lengthy judgments of the Court of Appeal, but we have, firstly, established the right of appeal from decisions of the Transport Tribunal in the face of what may have appeared to be an absolute discretion on their part, and, secondly, obtained a ruling that attempts by the Tribunal to establish binding precedents controlling the licensing system are inconsistent with the duty to exercise discretion under the Road Traffic Act, 1960."

on the basis that Gyproc's traffic would not otherwise be carried.

Whilst the Tribunal had held that an A licence should be granted, they had sent the application back for the Licensing Authority to assess the number of vehicles to be allowed. "He might, before doing so," they had said, "think it desirable to require the appellants to provide him with the latest possible particulars of the amount of work being performed under the contract A licence."

"We suggest for his consideration," said Lord Sellers, "he should also require further information about the trunking system that the appellants were experimenting with, not only with their own

vehicles, but by other South Wales hauliers as return loads.

"That still left some scope in the Licensing Authority to limit the quantum so that it would do as little damage as possible to those already established, to whom consideration should be given."

His Lordship concluded, "I feel some little doubt about it, but I am not prepared to interfere in this case with what the Tribunal has ordered, and I therefore dismiss the appeal."

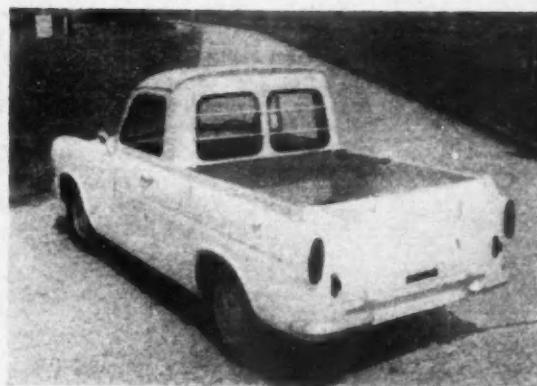
#### Bizarre Evidence of Merchandise Witnesses

**L**ORD JUSTICE DEVLIN, in his separate judgments in the cases, commented that whilst it was desirable for the Tribunal to make general principles for the uniform treatment of such cases, the Tribunal should not make rules which prevented or excused them, or the Licensing Authority, from examining each case on its merits. "The Tribunal must not pursue consistency at the expense of merit."

There was something bizarre about the evidence given by witnesses in the Merchandise Transport case regarding the proposed user of the vehicles. "It is as though a man explained that his right hand was willing to give up work, but fortunately his left hand was willing to take over."

Lord Justice Danckwerts, who concurred, said that there was a danger that the discretion of the Tribunal may not be applied in unfettered and proper meaning, having regard to the merits of a particular case and having regard to the principles which are regarded as being incorporated in the provisions of the Act.

He felt that the Tribunal had erred in the Merchandise case, in not taking into consideration relevant matters. The Licensing Authority's conclusion was "more realistic."



*The pick-up version of the new Thames 5- and 7-cwt. vans which is now produced by Kenex Coachwork, Ltd., Dover, Kent. Floor space of the vehicle is 5-ft. 2½-in. long by 4-ft. 1-in. wide and the double-skin sides are 1-ft. 6-in. high. Price of the conversion is £45 and a canvas tilt complete with frame and fittings is available for a further £18.*



**Mr. Peter W. Smith**, Dunlop's sales promotion manager, leaves shortly for two years or so in the United States where he will have the title "Special Representative—U.S.A."

**Mr. H. E. Styles** has been appointed director of research, London Transport, in succession to **Mr. A. T. Wilford**, who has retired. **Mr. A. G. Collings** has been appointed assistant director of research.

**Sir John Benstead**, deputy chairman of the British Transport Commission, is retiring on September 30. He has been a full-time member of the Commission since September, 1947, and deputy chairman since 1949.

**Sir Miles Thomas** has accepted an invitation to join the Dowty Group board. Sir Miles, former chairman of B.O.A.C. and vice-chairman of the Nuffield Organization, is now chairman of Monsanto Chemicals.

**Mr. Leonard F. Dyer** has been re-elected chairman of the R.A.C. Associate Committee, the committee which administers and supervises the benefits and services provided for associate members of the club. Mr. Dyer is also a vice-chairman of the R.A.C.

Due to his assumption of important new duties within the Pirelli Group, including those of representing Société Internationale Pirelli in this country, **Mr. G. Baricalla** has resigned from his position of managing director of Pirelli, Ltd. He has been elected vice-chairman of the company. **Mr. G. Venosta**, general manager, has been appointed managing director.

**Mr. F. R. Stockdill** has been appointed to the board of the Atlantic Steam Navigation Co., Ltd., whose transport ferry service operates "drive-on/drive-off" ships between Britain and the Continent and Britain and Northern Ireland. He also becomes a director of the company's subsidiary, Frank Bustard and Sons, Ltd. Mr. Stockdill, assistant general manager of British Railways, London Midland Region, succeeds **Mr. E. W. Arkle**, who retires from the board following his retirement as chief traffic officer, British Railways Central Staff.

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## Men in the News

*Promotion with London Transport for Mr. A. G. Collings (left) and Mr. H. E. Styles.*

**Mr. Lynn A. Townsend**, 42-year-old administrative vice-president of the Chrysler Corporation, has been elected president, in succession to Mr. L. L. Colbert, who has resigned.

**Mr. R. J. Dean** has been appointed to the board of Redhill Bodybuilding Industries, Ltd., in succession to **Mr. H. W. Le Good**. **Mr. Norman Slade**, sales executive of the materials handling division of their parent company, W. C. Youngman, Ltd., for the past 10 years, has been appointed sales manager.

**Mr. J. B. Hurst**, traffic superintendent with Glasgow Corporation, has been appointed deputy general manager of Newcastle upon Tyne transport department, in succession to the late **Mr. J. T. Heads**. Mr. Hurst, who is 47, was selected from six applicants. He was formerly with the Ribble Co. and United Automobile Services, Ltd.

### Obituary

We record with deep regret the deaths of **Mr. A. C. Carroll** and **Mr. J. Strang**.

Mr. Alexander Cowie Carroll, of Stanley House, Cumbernauld, Dunbartonshire, founded the Inter-City Transport and Trading Co., Ltd., Glasgow. Mr. Carroll collapsed and died while fishing on the River Lochay, near Fort William.

Mr. John Strang, retired haulage contractor of Uddingston, Lanarkshire, died suddenly at the age of 72. He was one of the earliest presidents of the Scottish Carriers' Association and an official for many years of the Road Haulage Association.



### First B.M.C. Trucks from Bathgate in September

D-DAY for departmental chiefs at the B.M.C.'s new Bathgate factory is August 14. On that day all heads of departments will start work, and it is expected a start will be made with vehicle assembly production at the same time.

The Bathgate project incorporates three factories for trucks, engines and tractors. The truck factory will be the first to come into operation and the first vehicle is expected off the assembly line in September.

Production initially will build up to 1,000 trucks, 1,500 diesel engines, 750 tractors each week.

### Record Turnover for Fodens

A RECORD turnover, at £5,641,000, was achieved by Fodens, Ltd., in the year to April 1, last. Net profit for the year was £197,290, against £154,959 for the previous year.

In his statement accompanying the annual accounts, Mr. Albert Stubbs, chairman, reports that the Foden order book is the longest on record and they are almost fully extended to keep deliveries within reason. "When labour and material costs are steadily on the increase," says Mr. Stubbs, "it is difficult, even with increased productivity, to keep overall costs at a level in relation to selling prices which will hold profit margins steady."

### Forthcoming Events

- | 1962                                                                                                       |
|------------------------------------------------------------------------------------------------------------|
| April 15-16.—National Coach Rally, Blackpool.                                                              |
| April 30-May 5.—F.I.S.I.T.A. Ninth International Automotive Technical Congress, Church House, Westminster. |
| May 15-17.—Public Transport Association Conference, Harrogate.                                             |
| May 29-June 1.—Institute of Transport Congress, Cardiff.                                                   |
| September 21-29.—Commercial Motor Show, Earls Court.                                                       |
| October 17-27.—Earls Court Motor Show.                                                                     |
- Following are the provisional dates of Continental shows for 1962: Amsterdam—Feb. 22-March 4; Copenhagen—March 7-11; Geneva—March 15-25; Paris—Oct. 4-14; Turin—Oct. 31-Nov. 11.

## Labour Call for Restriction on Size of Vehicles

*From our Political Correspondent*

THE theory of selective nationalization, outlined in the Labour Party's recent home policy document, under which private road transport would not be taken over by the State, seems to have found general acceptance in the constituency parties. In the resolutions they have submitted for discussion at the annual Party conference in October, there are few calls for sweeping nationalization—and road haulage is mentioned only once.

Ormskirk has included it in a list of concerns which it wants taken over, while Esher asks for the public ownership of most—if not all—of the means of distribution.

In the policy document "Signposts for the Sixties," which will be submitted for approval at the conference, the expansion of publicly owned road transport, at the expense of the privately owned sector, is envisaged.

Among the resolutions dealing with transport is one from Belper—the constituency of Mr. George Brown, the Deputy Leader of the Party—which says the Minister of Transport should limit the volume of heavy traffic on the roads.

It wants restrictions on the size and number of lorries, particularly those carrying bulk loads, such as coal. Heavier loads should be transported by rail or canal, wherever possible, says the resolution, "thus using to the best advantage all means of inland transport available."

Theme of most of the resolutions in this section is condemnation of the Government's transport policy, especially the White Paper dealing with the reorganization of the nationalized undertakings. The railway unions are among those groups which make special mention of the need for an integrated and co-ordinated transport system.

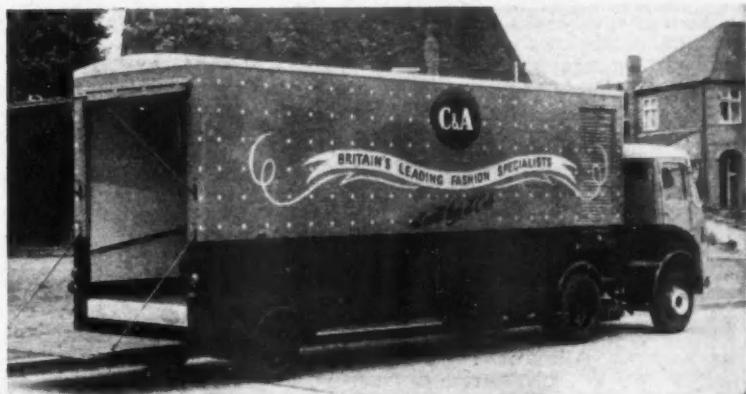
### Starways Win Air Application

A BUS company has lost its case against an air company's application to provide a "Businessman's Special" service between Liverpool and Glasgow. Crosville Motor Services, Ltd., British Railways and Silver City Airways, Ltd., objected to an application by Starways, Ltd., of Liverpool, to increase from five to 12 the number of flights in each direction.

The Air Transport Licensing Board has approved an increased frequency of up to 10, but has rejected the company's application to reduce by 3s. the £3 18s. fare. Starways have also been granted permission to include Hawarden (Chester) and Blackpool as optional stops.

When the application was considered by the board last month, Starways stated that they wanted to provide an air service that would enable the businessman to return home on the same day that he left. They could not at that time offer what they regarded as a genuine return service.

This application was fully reported in *The Commercial Motor* of July 7.



*This box-van semi-trailer was built by Carrimore Six Wheelers, Ltd., North Finchley, for C & A Modes, Ltd., specially for the transport of clothing. In addition to rails at cant-rail level on which clothes on hangers can be hung, the floor of the semi-trailer has been made in steps, so that clothes on display stands can be carried.*

## Peak Hour Clearways

### Mr. Marples Replies to T.R.T.A.

MR. ERNEST MARPLES, Minister of Transport, has explained his ideas on peak hour clearways for London in letters to the Traders Road Transport Association and other organizations which have asked for further clarification of his plans.

The T.R.T.A. had expressed anxiety at the prospect of 90 miles of roads in Central London being designated as peak hour clearways. The Minister, in his letter to the Association, explains that this is a misunderstanding of his statement in the debate on the second reading of the Hyde Park Bill.

The Minister said that he was looking at the possibility of improving traffic conditions on 50 miles of main roads within about two miles of Charing Cross. He hoped to do this by such means as the Tottenham Court Road/Gower Street one-way scheme. In addition, he intended having 40 miles of radial roads, linking Central London with the main routes farther out, examined for possible peak hour clearway treatment. He had since decided to increase this programme to about 60 miles of radial roads. Before he finally settled any of these plans, he would take proper account of the interests of traders and distributors.

The Minister says he appreciates their concern about the cumulative effect of such schemes, but adds that he does not

A LANARKSHIRE bus company, Laurie Brothers, of Burnbank, has been taken over by the Central S.M.T. The Burnbank concern, a family business started 39 years ago, has a fleet of 31 buses and a staff of 130. Mr. H. Black, the manager, said: "The company will still operate as a separate unit within the Scottish Omnibus Group. There will be no change in management and staff."

### Scots Bus Company Taken Over

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think that the information so far produced supports the T.R.T.A. prediction that what he has in mind will "heavily increase costs and decrease standards of service to the consuming public."

The number of shops on peak hour clearways, says Mr. Marples, must obviously be relatively small compared to the total number in London, and the number selling perishable goods must be much smaller. Not all would need deliveries in peak hours; and the needs of those which did would be met in many cases by the reservation of loading space in side streets or, where possible, by loading bays.

### Quicker Deliveries

Deliveries to shops from side streets might cause inconvenience but was not impossible, and it should not add greatly to costs. On the other hand, freer movement of traffic should help to reduce costs, since commercial vehicles, no less than others, will be able to move more quickly between delivery points. Unloading outside peak hours would also be easier.

In a letter to another association, the Minister makes the point that every experimental clearway scheme will be on a trial basis and judged on its individual merits.

## Two Express Licences Revoked

THE Minister of Transport last week ordered the revocation of two new road service licences, granted last October by the Northern Traffic Commissioners, to Saltburn Motor Services, Ltd., authorizing express services between Saltburn and Middlesbrough, to be operated as required for dances after 11 p.m.

After the application had been granted, the objectors—Tees-side Railless Traction Board—lodged an appeal and an inquiry was held by a Ministry inspector, Mr. J. M. Glen, in March.

In a written decision it was stated that the Minister had accepted and kept well in mind the special position of Saltburn Motor Services as pioneers in providing late-night services between Saltburn and Middlesbrough, and recognized that the company could have obtained the necessary licences with little difficulty in 1952 because of the circumstances then. Similarly, he recognized that the company had freely admitted subsequent operation without licences and had now taken steps to correct this.

The Minister had consequently

examined whether Saltburn Motor Services had proved need for the licences and it seemed that the issue depended mainly on whether they had operated the services previously to any appreciable extent and so could be entitled to consideration as established operators.

The Minister agreed with the inspector that there was not sufficient evidence to show operation into Middlesbrough by the northern route, though he accepted that there had been "something more than isolated operation" by the southern route. But considering that some eight years had elapsed since the licences became necessary it seemed that Saltburn had offered altogether insufficient evidence to show that they had operated with such regularity or to such an extent on that route that they could be considered as established operators.

In the circumstances, when Saltburn Motor Services were trying to regularize a position brought about by their own oversight, the Minister felt it was not unreasonable to expect them to back up their application with the fullest possible facts.

## Orders and Deliveries

**U.N. ORDER DORMOBILE:** A Martin Walter Dormobile four-berth caravan on a Land Rover long-wheelbase chassis has been ordered by the United Nations Food and Agriculture Organization, Rome. The vehicle is to be shipped to Lattakia, Syria.

**TRUSTYS ORDERED:** Four Thornycroft Trusty eight-wheelers have been ordered by Goldsmid (1938), Ltd., London, E.C.3, and Charrington, Gardner, Locket and Co., Ltd., have ordered three more Trusty six-wheeled chassis which are to have tipper bodies fitted.

**MORE TO JOHANNESBURG:** The Public Utility Transport Corporation, Ltd., of Johannesburg have ordered 20 A.E.C. Regal IV single-decker bus chassis. Locally built bodies will be fitted and the buses used on services for non-European workers.

**HONG KONG DAIMLERS:** Kowloon Motor Bus Co. of Hong Kong have ordered 40 Daimler C.V.G.6 double-decker chassis. The order is worth over £112,000 and will bring the total number of Daimlers operated by the concern to 395.

## Greengrocer Fined £70 for Haulage Work

A WHOLESALE and retail greengrocer, Sidney Day, of River Place, Sleaford Street, Cambridge, was at Clerkenwell (London) magistrates court last week fined a total of £70 and ordered to pay 29 gn. costs, after pleading guilty to 13 summonses for failing to conform to the conditions of a carrier's licence, failing to produce a driver's record, and not displaying conspicuously a valid identity certificate on his vehicle.

Police alleged that Day for three months up to January 24 last, as the holder of a C licence, operated his lorry as if he held an A licence—doing general haulage work. During the period he had been paid some £540 in fees by the firm he worked for.

When he was approached by an officer of the Licensing Authority in January he produced his C licence. He could not produce a driver's record of trips he had done, nor did he have his name and address conspicuously displayed on the side of his vehicle.

At that stage he was warned he was doing wrong and told he would be reported, but he was again seen on January 24 hauling for the firm.

## WANKELMOTOR LICENCE FOR JAPAN

THE Japanese producer of medium-weight goods vehicles and small vans, Toyo Kogyo Co. Ltd., of Hiroshima, has been granted a licence by NSU-Motoren-Werke AG, of Neckarsulm, Federal Germany, to produce the latter company's Wankelmotor engine in Eastern Asia. A similar licence has also gone to the Osaka manufacturer of stationary motors, Yanmar Diesel Engine Co., Ltd.

## Micrograms . . .

**New Address:** The Cardiff office of A.E.C. (Sales), Ltd., has been moved from Churchill Way, to East Canal Wharf.

**In The City:** The British Motor Corporation, Ltd., have opened a City office at Bush Lane House, Bush Lane, London, E.C.4.

**Clearways:** Nearly 500 miles of main roads became Clearways on August 1, bringing the total mileage of Clearways to over 600 in England and Wales.

**Opened:** Boxall and Collins, Ltd., Morris-Commercial dealers, of Crawley, Sussex, last week opened a service station and repair shop at Manor Royal, Crawley.

**Free Travel?**: Free public transport is planned by the Soviet Union for introduction over the coming years as part of the "further socialization" programme of the country.

**Transport Exhibition:** Liverpool Transport staged their eighth annual transport exhibition at the Liverpool Show in July. The exhibition, which was mainly photographic, was designed to give visitors some insight into the work and scope of the Department.

**Merc Production:** Daimler-Benz AG, of Stuttgart, Federal Germany, producer of Mercedes-Benz commercial vehicles, announces 1960 output figures of 72,960 goods vehicles, buses and other commercial vehicles, as compared with a 1959 production of 62,598 units.

**Founder-member:** The death of motoring pioneer, Lieut. Cdr. "Montie" Grahame-White, less than two years after that of his equally famous brother, Claude, the aviator, has reduced the original 120 founder-members of the Royal Automobile Club to two. They are Mr. H. J. Mulliner, of coach-building fame, and Captain H. Loeffler.

**Diesel Engineers' Meetings:** Two future meetings of the Diesel Engineers and Users Association will be of special interest to transport engineers. On October 19, 1961, a symposium entitled "Reclaiming Worn or Damaged Parts of Diesel Engines" will be held, and on January 18, 1962, Mr. J. W. Wicks will read a paper on "Reconditioning High Speed Automotive Diesel Engines."

### Forged Licences

**T**HE Road Transport Section of the Liverpool Chamber of Commerce has expressed concern over the use of forged A licences, and the increasing use of vehicles carrying goods for which they were not licensed. It was felt that as forged A licences were being printed on the same type of paper used for the printing of official licences, steps should be taken by the authorities to change the form of licence to make it more easily identifiable.

The section's attention has also been drawn to the growth of well-planned thefts of vehicles and loads of copper, whisky, cigarettes and groceries. Members were told that some insurance companies were refusing to accept cover for loads of whisky and cigarettes in particular.

It was felt that the time had come when more severe penalties were required, and that the maximum penalty should be increased and imposed by the courts.

### Ain't it Grand . . .

"MORE people die in winter than in summer" was the reason offered in support of an application for a B licence at Taunton last week.

The applicant was a local undertaker, Mr. B. W. Gill, who told Mr. S. W. Nelson, the Licensing Authority, that in addition to funeral work he also carried on business as a florist and firewood merchant. His van was used only about once a fortnight in summer, compared with two or three days weekly in winter.

When he described his vehicle as a "nice little van," Mr. Nelson commented: "I suppose people are just dying to be carried in it."

Mr. Gill explained that after carrying out funeral arrangements, he was often asked to move small items for the beneficiaries but was unable to do so at present.

The application was opposed by W. Fear and Son, Ltd., but Mr. Nelson said he did not see why the legatees should not have odd bits and pieces carried after the "carve-up" that usually follows a funeral.

He warned Mr. Gill, however, that he must not think he was getting a "foot in the door" of the furniture removal business.

He allowed the licence subject to strict conditions.

### CRYPTON IN AUSTRALIA

**C**RYPTON EQUIPMENT, LTD., of Bridgwater, Somerset, a company in the Metal Industries Group, is extending the marketing of its products in Australia and New Zealand. A new company, Crypton (Australasia) Pty., Ltd., has been set up in Sydney with a capital of £60,000.

## New Dual-purpose Malt Vehicle

**A**DUAL-PURPOSE vehicle capable of carrying up to 15 tons of malt in either bulk or bagged form has been built by Bonallack and Sons, Ltd., for R. and W. Paul, Ltd., of Ipswich.

The body, which is mounted on a B.T.C. four-in-line semi-trailer, is constructed of light-alloy sheet and extruded sections. Internal dimensions are 24-ft. 4½-in. long, 7-ft. 1½-in. wide, 7-ft. high at the centre, and the total weight of the unit, including two spare wheels, is only a little over 4 tons.



The under-body discharge outlet and rear door arrangement of the new Bonallack dual-purpose body.

In the centre of the body floor there is a full-width, mesh-screened aperture for gravity discharge of the load 11-ft. 8-in. long. At each corner of this discharge aperture a light-alloy flap is hinged to the side of the body. When carrying material in sacks, the four flaps are folded against the sides of the vehicle. For bulk loads, they are folded downwards and locked into position on the body floor to form a V-shaped hopper, with a capacity of 1,050 cu. ft.

Three rectangular filling apertures enclosed by hinged, water-tight lids, are provided in the roof. Access to these is by a ladder fitted at the forward end of the body and leading to a full-length catwalk.

### Four More For Bristow's

**T**HIS Transport Tribunal last week ruled that C. Bristow, Ltd., of London, who, in August, 1959, had 47 vehicles revoked by the Metropolitan Licensing Authority because of irregularities in application forms, should "from now onwards" be treated as if those events had not happened.

They were giving their decision on an appeal by Bristow's against a decision by the Deputy Metropolitan Licensing Authority who had refused to grant them an addition of 41 vehicles (articulated and non-articulated) to their A licence. The firm were granted four vehicles.

Sir Hubert Hull, president of the Tribunal, in his judgment, said that it had been urged upon the Deputy L.A. by Mr. C. R. Beddington, for Bristow's, that the time had now come when the firm should be restored to its previous position. The cardinal question for the Deputy Authority, and for the Tribunal—though before the Tribunal it presented itself in a different form—was whether, and, if at all, to what extent, should the past bad conduct of the applicant company be taken into account in accordance with the 1933 and 1960 Acts in considering their application.

"The Deputy Authority had come to the conclusion that that bad conduct could not be ignored," said Sir Hubert, "but we have arrived at a different conclusion." This did not mean that the Deputy L.A. was wrong. He was dealing with the firm in December, 1959.

and the Tribunal was dealing with the matter at the end of July, 1961.

After paying the most careful attention to Mr. Beddington's observations, he said, the Tribunal had found it impossible to arrive at anything approaching a mathematical answer to the question of what addition should be made to the applicants' fleet. They did not understand how the Deputy L.A. had arrived at the small grant he had made.

Dealing with the matter as it was before them today, the Tribunal felt that double the quantity of vehicles granted by the Deputy Licensing Authority in December was the right figure. This meant that the firm would be allowed to operate eight vehicles on A licence.

### DAIMLER-BENZ FROM SPAIN

**T**HE Spanish company Empresas Nacionales de Motores de Aviación S.A. is to start production of goods vehicles and vans under licence from Daimler-Benz AG, of Stuttgart. Initial production will be of two Daimler-Benz models of the Mercedes-Benz range, both of which will be powered by the Spanish firm's OM-636 four-stroke diesel engine. This four-cylinder unit is water-cooled and has an efficiency of about 46 h.p.

### S.A. BUYS JAP TRUCKS

**T**HE Japanese Nissan Motor Co. has contracted to supply South Africa with 8,600 pick-up trucks, 2,400 of which will be shipped to the new republic this year, 2,700 next year, and 3,500 in 1963.

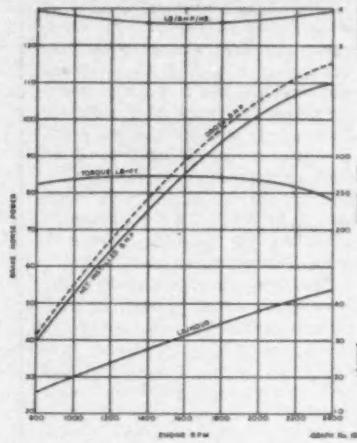
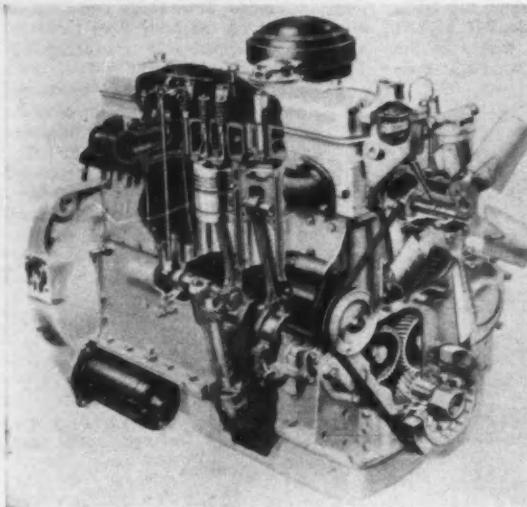
## Leyland Introduce New Power-Plus Unit

A FOURTH engine has been added to their Power-Plus range of vehicle diesel engines by Leyland Motors, Ltd. This is the 0.370 which is a six-cylindered diesel engine and has a bore of 103.38 mm. and capacity of 6.075 litres, compared with the 107.19-mm. bore and

6.54-litre capacity of the 0.400 engine to which it is otherwise physically identical. Both engines have a stroke of 120.65 mm. In effect, the differences between the 0.370 and 0.400 engines are the same as those between the two larger engines in the Power-Plus range, the 0.600 and the 0.680.

The smaller bore is the result of fitting hardened dry-type cast-iron cylinder liners instead of Laystall Cromard thin-wall liners as in the 0.400.

Maximum net output of the 0.370 is 110 b.h.p. at 2,400 r.p.m. and maximum net torque 272 lb. ft. at 1,600 r.p.m. Comparative figures for the 0.400 are 125 b.h.p. and 300 lb. ft. at the same engine speeds.



### Must have Witnesses, says L.A.

WHENEVER an increase in carrying capacity was sought by a haulier, be he large or small, customer evidence must always be produced, said Mr. A. H. Jolliffe, the North Western Deputy Licensing Authority, when he refused applications by Queensgate Motors (1954), Ltd., and W. and J. Riding, Ltd., at Blackburn last week. Mr. J. Backhouse, for the applicants, said that both organizations were under the same management and financial control. They had a total fleet of 33 vehicles and wanted to add extra axles to three of them, this meaning increased carrying capacity of 14½ tons.

Mr. J. Riding, manager of both companies, stated that the fleet carried very heavy loads, many of these being for the plastics division of Imperial Chemical Industries, Ltd. The maximum weight which these units were now allowed to carry was 9 tons, and recently they had often been cautioned about too much weight being over the back axle. The three vehicles in question were flats, and they had no intention of increasing their length. The rise of 14½ tons was only 3.03 per cent. of their total carrying capacity. This was not the point of the application, however, their aim being to abolish strain on the back axles of the vehicles.

Replying to Mr. A. Jolly, objecting for British Railways, Mr. Riding said that they could produce no customer evidence as I.C.I. had refused to send along a witness to support the case.

Mr. Jolliffe refused the application and pointed out that, as it meant an increase in carrying capacity (although this was small), concrete evidence must be produced before a grant could be made.

### ATKINSON'S DO WELL

GROUP profit of Atkinson Lorries (Holdings), Ltd., for the year to March 31, last, after all charges including taxation, were £57,399, against £40,978 for the previous year.

### New Transport Companies

**Hollywood Haulage Contracts, Ltd.** Cap. £1,000. Dirs.: F. H. Watson and A. Watson, 36 Truemans Heath Lane, Hollywood, Wors. See.: A. Watson. Reg. office: 25a Paradise Street, Birmingham.

**Teucher's Transport, Ltd.** Cap. £3,000. Dirs.: A. W. Teucher and A. A. Teucher, 298 Bisham Road, Bristol. Sec.: D. R. Inglis. Reg. office: 298 Bisham Road, Bristol.

**T. Hopkins and Son, Ltd.** Cap. £5,000. Subs.: T. E. Hopkins and E. Hopkins, 17 Kingsley Crescent, New Sawley, Derby. Dir.: T. E. Hopkins. Sec.: E. Hopkins. Reg. office: 78 Park Drive, Ilkeston, Derby.

**Transwest Barking, Ltd.** Cap. £100. Dirs.: G. E. Pearce and P. J. Pearce, 42 Crowlands Avenue, Romford, Essex; C. J. Saunders, 98 Grange Road, London, W.5. Sec.: P. J. Pearce. Reg. office: 3a Stratfield Gardens, Barking, Essex.

**Morrgood, Ltd.** Cap. £100. Dir.: R. J. Morris, 32 Anholt Road, London, S.W.11; D. J. Thurgood, 40 Croft Road, London, S.W.16. Sec.: D. J. Thurgood. Reg. office: 40 Croft Road, London, S.W.16.

**G. H. Widlake, Ltd.** Cap. £1,000. Dirs.: G. H. Widlake and N. Widlake, 244 Lincoln Road, Enfield, Middx. Sec.: N. Widlake. Reg. office: 244 Lincoln Road, Enfield, Middx.

**Timewell (Mini-Coaches), Ltd.** Cap. £100. Dirs.: P. J. Timewell and R. Timewell, 45 Dodds Lane, Maghull; M. Timewell, 5 Farrier Road, Northwood, Kirby. Sec.: R. Timewell. Reg. office: 12 Titebarn Street, Liverpool, 2.

**Waterhouse Coaches, Ltd.** Cap. £500. Dirs.: E. Waterhouse, Dicker Garage, Lower Dicker, Hellingly, Sussex; D. A. Waterhouse, Curlew Cottage, High Street, Burwash.

**Bendilon Haulage Co., Ltd.** Cap. £100. Dirs.: Dr. H. R. Kohli, 118 Croydon Road, Beddington, Croydon. Sec.: A. W. Gadd, 41 Benhill Wood Road, Sutton. Sec.: H. R. Kohli. Reg. office: 118 Croydon Road, Beddington, Croydon.

**Gowland Transport, Ltd.** Cap. £10,000. Dirs.: G. H. Gowland, Sr., D. R. Gowland and G. R. Gowland, Jr., The Poplars, 1 Long Bank, Birtley, Co. Durham. Sec.: D. C. Gowland. Reg. office: Kell's Lane, Garage, Pimlico, Low Fell, Co. Durham.

**Selby Robson, Ltd.** Cap. £100. Dirs.: J. M. Alexander, Sandhoe Hall, Hexham; S. Robson, 4 Hill Street, Corbridge, Northumberland. Sec.: T. P. Atherton. Reg. office: 4 Hill Street, Corbridge, Northumberland.

**R. Butcher (London), Ltd.** Cap. £10,000. Dirs.: E. J. Butcher and M. Butcher, 29 Manor Wood Road, Purley, Surrey. Sec.: M. Butcher. Reg. office: 35 Cock Lane, London, E.C.1.

## Subsidies for Rural Bus Services?

From our Parliamentary Correspondent

A GLEAM of hope for country bus services emerged last week from a meeting between the Minister of Transport and a deputation of Conservative M.P.s. representing transport and rural interests.

Mr. Marples agreed to examine the idea of allowing local authorities to subsidize uneconomical rural services—and if he thinks such a plan feasible he is expected to give his support to any legislation authorizing these subsidies.

A suitable private member's Bill may be introduced next session by the leader of the delegation, Mr. Rupert Speir (Cons., Hexham), whose House of Commons motion about country services has now attracted over 90 names.

All is not plain sailing, however, for the Minister warned the deputation that economic difficulties, coupled with differing opinions about the best way to help the buses, might make it difficult to gain the approval of the Chancellor.

### IMPROVED WARRANTY CONDITIONS

IMPORTANT changes to the warranty given with new B.M.C. vehicles were introduced on August 1. Main change is that the warranty now runs for 12 months from the date of delivery and is transferred to subsequent owners if the vehicle is sold in that period.

Certain parts not made by B.M.C. companies and previously excluded, now come within the scope of the warranty, and labour charges for the replacement, by B.M.C. dealers, of defective parts are now included.

The improvements will apply automatically for the unexpired portion of current B.M.C. warranties.

### BUS BAN OPPOSED

BRISTOL OMNIBUS COMPANY is engaged in a dispute with the Corporation's planning committee over the latter's intention to ban all but one or two bus services from the shopping area in the centre of the city.

Mr. Ian Patey, general manager of B.O.C., told members of the planning committee that if all traffic were banned from the area the company would fall into line, but while motor cars were allowed in, the same facilities should be given to buses.

## Marples Defends Freedom of Choice

From our Parliamentary Correspondent

THE Minister of Transport last week stuck to his guns when he was criticized in the Commons for allowing the transport of coal by lorry "according to the desire of the user and facilities available."

"Most of the coal is taken by rail, of course," he pointed out, "and it is a traffic suitable to rail. In those cases where industrialists choose to send it by road, it is obviously because the balance of advantage lies in taking it by road."

From the Opposition, Mr. Philip Noel-Baker (Derby South) suggested that the small marginal gain in road costs to industrial undertakings did not outweigh the grave nuisance caused to the public by coal lorries.

## Fight Over Caravan Towing Ends in Grant

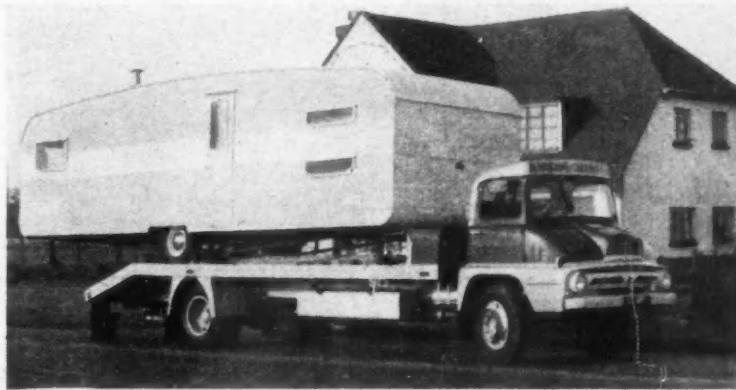
THERE was such a shortage of caravan transporters in the north west, that often they had to refuse to sell to members of the public, vans more than 22 ft. in length, alleged Mr. A. Ockwell, managing director of Ockwell Enterprises (Fleetwood), Ltd., at Blackburn last week. He was supporting an application by A. Clarke (Caravans), Ltd., to add one vehicle of 3½ tons to their B. licence, to carry caravans within 50 miles of their base at Blackburn, to a site at Poole, Dorset, and to another site at Ingleton, Yorkshire.

Mr. J. Backhouse, for the applicants, said that the two main reasons for the extra unit were that business was increasing, and the tendency was for people to

transporters, but this meant delays, which resulted in loss of sales.

At this juncture, Mr. A. Jolly, objecting for British Railways, said that last October, A. Clarke (Caravans), Ltd., had supported an application for a new Land-Rover. An undertaking had been given by them that if the application were granted, they would not apply to extend their licence in any way for two years. The case had been granted, and Mr. Jolly considered that the company had broken this undertaking by putting forward the present application.

Mr. A. Clarke, the director who had given this undertaking last October, said that he did not think it had been broken. On that occasion the evidence had only



*Haynes Brothers, Ltd., Maidstone, supplied this caravan-carrying vehicle to the Maidstone Caravan Co. The chassis is a Thames Trader 5-tonner with Baico chassis extension to bring the wheelbase up to 17 ft. 8 in. Special equipment includes twin 28-gal. fuel tanks and several tool boxes. The special body was built by the vehicle suppliers.*

buy larger caravans. It was now illegal to tow vans more than 8 ft. wide and 22 ft. in length. When larger than this they had to be carried.

A director of the company, Mr. J. Oates, stated that it would not be possible for them to have the transporter on C-licence as they carried vans for other people, in addition to their own business. At present they had a Land-Rover which was used for towing vans under 22 ft., but they had to refuse to take the larger varieties. Whenever possible they hired

been concerned with the towing of caravans, and now they wanted to transport them. This was a completely different thing.

The application was supported by three witnesses from the caravan industry, who all told of difficulties in moving the large, popular makes, some of which were 38 ft. in length. Mr. Ockwell said that sometimes he could not sell these bigger vans as he knew he would not be able to get transporters to move them. At present Hoyland and Stanley, Ltd., of Cheadle, were their nearest carriers, and only on odd occasions could they help.

Mr. J. R. Bowers, managing director of the Summerdale Caravan Co., Ltd., pointed out that during the past year the demand for larger caravans had risen so much that now 75 per cent. of their output were vans over 22 ft. in length.

The North Western Deputy Licensing Authority, Mr. A. H. Jolliffe, said that a case had obviously been made out, and he granted the new vehicle, authorizing it to carry within 50 miles of Blackburn.

## New Safe Transporter has Special Features

A VEHICLE designed specially for the transport of safes has recently been supplied to J. W. Levy and Son, Ltd., Holborn Circus, London, E.C.1, by Stapleton Motors, Ltd., 279 Holloway Road, London, N.7. A Commer 7-ton chassis with a built-on double cab forms the basis for the unit, the drop-side body having been built by Kenden Bodies, Ltd., Fortress Road, London, N.W.5.

J. W. Levy specialize in the removal of safes, and the new vehicle will be used exclusively on this work. In order to facilitate the loading of the

sections and pivots, on the centre line of the chassis, a full semi-circle over the rear of the vehicle. Two hydraulic cylinders are located in the lower part of the jib and operate each section independently. The two parts fold together and lie between the cab and body when the crane is not in use. At both sides of the crane sub-frame there are hydraulically operated legs which are let down to the ground to stabilize the vehicle during loading. Controls for all crane movements are duplicated on each side of the vehicle, just behind the cab.



*The specially built safe transporter, showing the Hiab hydraulic crane with its jib fully extended. Crane operating controls and stabilizing legs are located on the outsides of the crane sub-frame.*

safes, a Hiab 2-ton capacity hydraulically operated crane is mounted on the chassis between the cab and body.

The front section of the body is covered (the top being almost level with the cab roof line) to provide protection from the weather for the winch, which is mounted on the platform, and the large amount of tackle carried. A canvas curtain covers the rear opening. There is also storage space in lockers built into the body sides which extend downwards. The winch is provided to help the loading of safes using skids over the sides or rear of the body, when this method is necessary. When winching over the sides, the cable is passed through one of two U-bolts let into the body floor above the rear axle—one on each side.

Maximum capacity of the Hiab Model 172 crane fitted is 2 tons at a 5-ft. radius. When the telescopic jib is fully extended to give the maximum radius of 13 ft., the maximum load allowed is 15 cwt. The jib is in two

### U.T.C. Profit Up

THE accounts of United Transport Co., Ltd., for the year to December 31, 1960, show a net profit for the group of £551,970, against £516,206 for the previous year.

In his report to shareholders, the chairman, Mr. John H. Watts, says that on the home front the bulk liquids group increased its turnover during the year but, owing to increased costs, the margin of profits was reduced compared with the previous record year.

### Merger

THE National Benzole Company's West Riding Division, which has its headquarters in Sheffield, and the Company's Northern Division, with its headquarters at Newcastle upon Tyne, have been merged to form a new North Eastern Division.

The new Division has its headquarters in Sheffield at the company's offices in Collegiate Crescent. The company's offices in Pilgrim Street, Newcastle upon Tyne, will continue as area sales office.

## Tax Exemption for "Specials"

ICE-CREAM vans, bullion vans and mobile offices are affected by revised minimum requirements issued by the Commissioners of Customs and Excise last week, enabling such vehicles to qualify for exemption from purchase tax. Failure to comply with these conditions would make the vehicles concerned chargeable with tax at the rate of 50 per cent. on wholesale value.

Ice-cream vans which do not already fulfil the requirements for exemption as a mobile canteen or travelling shop must meet the following alternative qualification for exemption. They must be fitted with sliding windows, a counter, shelves, adequate storage accommodation, a sink unit and provision for hot water. They must also have an internal height over the serving floor space not less than 5 ft. 9 in. Provided the total amount of alternative storage accommodation is adequate, the inclusion of a permanently fitted conservator is not essential.

### Mobile Strongrooms

Bullion vans, to qualify for exemption, must have a minimum rated carrying capacity of 15 cwt. and must include among permanently installed equipment the following features so that they are clearly recognized as mobile strongrooms for the carriage of bullion and currency.

The vehicle body must either be constructed or reinforced with a strong thief-resisting lining, or must be fitted with a strong thief-resisting bulkhead separating the load-carrying compartment from the driver's compartment. It must be capable of being securely locked and all windows in the rear compartment must be of armoured glass and either fitted with window grilles or bars, or covered with a metal flap.

Passenger accommodation behind the driver should be no more than is necessary to protect the contents of the vehicle, which should be fitted with an appropriate alarm system.

### Mobile Offices

Mobile offices must have a rated carrying capacity exceeding 10 cwt. and include the following features: the interior height must be not less than 5 ft. 9 in. and desks, counters, cupboards and appropriate seating (fixed or folding) must be permanently fitted to enable normal office work to be performed inside the vehicle. Additionally, the interior must be well lit either by side or roof windows.

### GERMAN-SPANISH LINK-UP

VIDAL AND SOHN Tempo-Werk, GmbH., of Hamburg, Hanamag Barreiros S.A., Madrid, and Rafael Onieva Ariza, a Spanish industrialist, have joined forces to set up Tempo-Onieva S.A., which will produce Tempo-Matador delivery vans in Madrid under licence from the Tempo company.

## Call For Unity in Bus Pay Claims

From our Industrial Correspondent

A CALL to both sides in the bus industry to set up a co-ordinated negotiating body linking all concerned in bus wages was made last week.

Mr. Jack F. Eccles, National Industrial Officer of the National Union of General and Municipal Workers, who deals with bus matters in his union, called it a fundamental issue requiring the attention of all those involved in bus matters.

From the trade union point of view, lack of a co-ordinated body meant that they never established clear priorities for themselves, their claims were segmented and consequently they lacked the strength which alone comes from unity.

"We are in a situation where those employed in London have embittered their provincial counterparts by the magnitude of a lead quite unrelated to the differential applicable over industry as a whole," Mr. Eccles wrote in his union's journal.

All negotiations tended to take account of other movements, but when agreements inside the same industry were isolated from those working in the wider geographical area, then such peace as emerged from arbitration was merely a lull before another major claim.

### COACH BAN ON DARTMOOR?

SOME Dartmoor roads may be banned to coaches, it was reported at the last Devon County Council meeting.

A report from the Road Safety Committee was considered in which it was stated that more thought had been given to the dangers caused by large coaches and public service vehicles using unsuitable narrow roads and it was proposed to apply for orders prohibiting such vehicles on certain roads.

## A Reminder for Selwyn Lloyd

From Our Parliamentary Correspondent

**C**RICITIZING the 3d. increase in fuel tax, during last week's Commons debate on the "Little Budget," Mr. Harold Wilson reminded the Chancellor of the Exchequer of words he had used 10 years ago when the Labour Government raised the duty to 1s. 10d.—one shilling less than its present level.

"That is a directly inflationary tax. . . . It is time that someone in the House drew attention to the enormously increased taxation which road transport has been called upon to bear during the past two years" . . . quoted Mr. Wilson, when he protested at the Government's new economy measures.

The extra 3d. attracted little comment during the two-day debate—Mr. Grimond, the Liberal leader, was one of the few to back up Mr. Wilson's argument that the move would not bring down costs.

One item of unexpected news which did

emerge was the pledge by Mr. Selwyn Lloyd that the five-year road programme would not be touched. This would involve a considerable increase above the present rate of expenditure, pointed out the Chancellor, but he judged it to be within our capacity.

The programme was directly related to production and productivity, said Mr. Lloyd.

Government thinking on this topic was amplified in the Lords by the Earl of Dundee, Minister without Portfolio. The road expansion programme, which had been carefully worked out in relation to our financial resources and to the needs of transport and of industry, was not a five-year plan which ended at the end of five years, he said.

Every year a new plan was made, adding on another year, so that it was like an unrolling carpet.

## Measuring Vehicle Noise

**N**EW regulations for measuring vehicle noise are to be drawn up by the Government—but it will be some time before they can be effective.

They would be based on the revised British Standard, which would be published shortly, said Mr. John Hay, Parliamentary Secretary to the Ministry of Transport, when he outlined the Government's intentions in the Commons last week.

It would be some time before new regulations in this complex field could be drafted and the statutory consultations completed, he added. We were going a little ahead of international agreement on this matter, for the International Standards Organization had not yet agreed the proposed standard method of

measuring the noise made by vehicles.

Mr. J. A. Leavy (Cons., Heywood and Royton) emphasized that when the regulations were introduced, they should be "robustly enforced." A great deal of noise resulting from transport was wholly unnecessary and, indeed, was deliberately created, he claimed.

### BIGGER PROFIT

**A**CCOUNTS of Rochdale Transport Department for the year ended March 31 last, show a net surplus of £27,895, compared with £20,727 for the previous year.

Passenger revenue amounted to £702,649 (£673,961) and costs of operation totalled £331,055, compared with £301,158.

## Municipal Contracts

**M**anchester Highways Committee have accepted the tender of Lewin Road Sweepers, Ltd., for the supply of two mechanical road sweeper collectors.

**Wisbech Corporation** have accepted the tender of S. C. Sharpe, Ltd., of Wisbech, for the supply of a cesspool emptier for the sum of £2,708, less an allowance of £368 for an old vehicle.

**Aylesbury Corporation** are recommended to accept the tender of Cogger and Hawkins, Ltd., of Aylesbury, for the supply of a 5-ton Austin s.w.b. diesel-engined tipping lorry, at a cost of £1,116.

**Salford** Transport Committee have accepted a quotation of the Metropolitan-Cammell Carriage and Wagon Co., Ltd., amounting to £3,622, for the carrying out of modifications to 40 double-deck omnibus bodies.

**Guildford** Works Committee recommend that the Borough Surveyor be authorized to purchase a "Broomwade" Air Compressor, at a cost of £1,005. The Public Grounds Committee recommend that the Borough Surveyor be authorized to purchase a new Ferguson tractor at a cost of £720.

**Bradford** Cleansing Committee recommend acceptance of an offer of the Thornton Engineering Co., Ltd., to supply two Karrer gully/cesspool emptiers for a total sum of £5,660. The Health Committee have approved the purchase of two light ambulances at a total estimated cost of £2,500, and authority has been given for the placing of orders for six ambulances and one sitting case car, to be supplied during 1962-63 at a total estimated cost of £10,000. The Fire Service Committee are to invite a quotation from Merryweather and Sons, Ltd., for the supply of an additional diesel-engined water tender.

**Stratford-upon-Avon** Corporation are recommended to accept the tender of Johnston Brothers, Ltd., of Dorking, amounting to £3,450, for the supply of a mechanical street sweeper vehicle.

**Dagenham** Corporation are recommended to accept the tender of J. Brockhouse and Co., Ltd., for the supply of three salvage trailers for the sum of £792.

**Wakefield** Health Committee have accepted a tender of Eric S. Myers, Ltd., of Bradford, for the supply of a Morris-Commercial 1.4 van and its conversion to a sitting-case ambulance.

**Mansfield** Water Committee have accepted the quotation of Broom and Wade, Ltd., for the supply of a Broomwade W.R.120 oil-cooled Whirlwind Uniflow rotary air compressor at a price of £1,050; and the quotation of Lucas of Mansfield, Ltd., for the supply of an Austin 5-ton lorry at a price of £842.

**Heston and Isleworth** Works and Baths Committee recommend the acceptance of the tender of Dennis Brothers, Ltd., for the supply of three 16-24-cu.-yd. hydraulic compressor type refuse collection vehicles with petrol engines and Dennis chassis and Dennis Paxit 11 bodies at a total price of £9,141.

**Chester** Transport Committee are to invite tenders for the supply of four 72-3-seat double-deck buses for delivery in the financial year 1962-3. The Improvements Committee have approved the purchase of a new Thames 5-cwt. van from Dutton and James, Ltd., for the sum of £383, and the purchase of two Bedford 3-ton lorries from the Chester Engineering Co., Ltd., for the sum of £926 each.

**Redditch** U.D.C. Library Committee report that competitive tenders are to be invited from various firms for the supply of a Mobile Library.

**Booth Works** Committee have accepted the tender of Bob Serpent (Liverpool), Ltd., amounting to £1,183, for the supply of a 5-ton Austin tipper.

**Esses** County Council have accepted the tender of Marshall Motor Bodies, Ltd., of Cambridge, in the sum of £31,091, for the supply during the year 1961-62 of 18 ambulances and one sitting-case vehicle.

**Northampton** Transport Committee recommend acceptance of the quotation of Transport Vehicles (Daimler), Ltd., for the supply of six omnibus chassis fitted with Gardner engines, at a cost of £2,678 per chassis.

**Tottenham** Highways and Works Committee have accepted a quotation of Marshall Sons and Co., Ltd., amounting to £2,829, for the supply and delivery of a Road-Marshall type R.D.710 road roller, complete with extra equipment. The committee have also accepted a quotation of Winget, Ltd., for the supply of two concrete mixers for the sum of £747 10s.

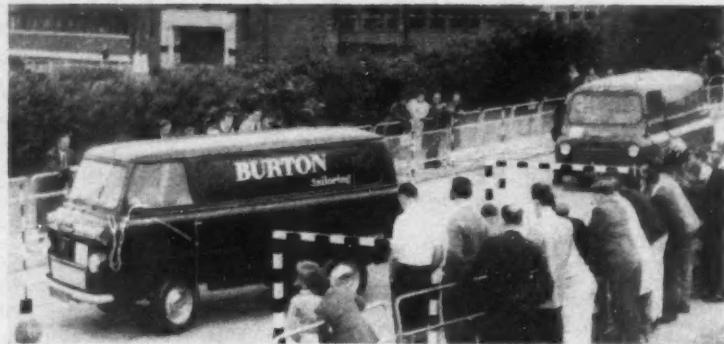
**Douglas, I.O.M.** Works Committee have authorized the purchase of (a) a concrete mixer from Ransomes and Rapier, Ltd., at a cost of £820; (b) an air compressor together with sump pump, paving breaker and vibrator from Ingersoll-Rand Co., Ltd., at a cost of £1,350; and (c) a Commer Cob light van at a cost of £491. The Water Committee have authorized the purchase of a portable air compressor at a cost of £900 to replace an old compressor.

# Army Shines At Leeds

By Ashley Taylor

THREE smart salutes in unison marked the conclusion of the prize distribution at the Leeds round of the Lorry Driver of the Year Competition last Sunday. Sgt. F. T. Gatecliffe, an experienced campaigner in these affairs, had led 521 Coy. R.A.S.C. (M.T.) (T.A.) to victory in the team section, his supporters being Sgt. L. J. Dalton and Cpl. P. Dalby. It had been a tight finish and with 378 marks they tied for first place with S.P.D., Ltd., but had a superior road circuit performance and, under the regulations, were entitled to the team award. Best individual performance was recorded by P. E. Steel, of S.P.D., Ltd., B.M.C., who was winner of Class B by a wide margin.

As might be expected of one of the oldest established local rounds, the



A general view of the test area, at the factory grounds of Montague Burton, Ltd., with, in the background, K. Jowett in his Austin van who was runner-up in Class A.

Adams (P.O. Telephones), Morris, the runner-up. Although he dropped 26 on the road, Steel lost only two marks on the highway code and performed well on the garaging test. Whilst showing up better on circuit performance, Adams was well down on the driving test.

Two British Oxygen Co. drivers were the leaders in Class C. W. Spooner was



seventh Leeds eliminator was well organized. The entry of 149 was mainly drawn from the West Riding area, but two competitors came from London and three from Liverpool.

Every class had competitors who came through the highway code examination unscathed. The 18-mile road circuit did not present any special problems, the greatest number of marks being lost on a right turn into one of the main roads in the city centre. W. B. Walker (Joseph Lucas (S. and S.), Ltd.), Morris, dropped only two marks on the code and five on the road, but failed badly when it came to width judging. Among those who were notably good in this section was E. E. Ruston (B.R.S. (Parcels), Ltd.), B.M.C., in Class D. In Class E (1) F. Brownridge (Benn and Sons (Halifax), Ltd.), Morris, one of the past stars of the district, earned a round of applause by his performance.

## Lost on Width

Both the winner in Class A, J. Cunningham (Leeds Chemical Cleaning Works, Ltd.), Thames, and the runner-up K. Jowett (Leeds Industrial Co-operative Society, Ltd.), Austin, lost heavily on width judging. A really big margin was marked up by Steel in Class B, having 91 penalty marks, compared with 135 by K.

A32

excellent on theory and the road, but lost on the width judging. Weaknesses of G. Hague, who was second, were the road circuit and the garaging test. A tie in Class D between F. Pankhurst (Pease Transport, Ltd.), Austin, and L. Sheridan (Schweppes (Home), Ltd.), Bedford, was decided in favour of the former, who had the superior road markings. Competition was close in this class, for C. R. Jeffery (Shell-Mex and B.P., Ltd.), Leyland, was only three points behind them.

Leader on the road was T. Dixon (Montague Burton, Ltd.), Leyland, his closest challenger being R. Goodall (Goodall Brothers), Bedford.

*B. Watt, winner of Class E(1), bringing his Dodge outfit neatly up into line in the kerb parking test.*



## RESULTS

**CLASS A—Up to 15 ft.:** J. Cunningham (Leeds Chemical Cleaning Works, Ltd.), Thames, 109; K. Jowett (Leeds Industrial Co-operative Society, Ltd.), Austin, 124; C. Blanchard (Yorkshire Conservative Newspaper Co., Ltd.), Bedford, 133, 3.

**CLASS B—15-19 ft.:** P. E. Steel (S.P.D., Ltd.), B.M.C., 91; K. Adams (P.O. Telephones), Morris, 135, 2; B. Kell (Leeds Corporation Highways Department), Bedford, 144, 3.

**CLASS C—19-22 ft.:** W. Spooner (British Oxygen Co., Ltd.), Albion, 115, 1; G. Hague (British Oxygen Co., Ltd.), Albion, 134, 2; K. Wilson (Lewis's (Leeds), Ltd.), Albion, 138, 3.

**CLASS D—22-25 ft.:** F. Pankhurst (Pease Transport, Ltd.), Austin, 99, 1; L. Sheridan (Schweppes (Home), Ltd.), Bedford, 99, 2; C. R. Jeffery (Shell-Mex and B.P., Ltd.), Leyland, 102, 3.

**CLASS E (1)—Over 25 ft., with 2 axles:** B. Watt (Brian Watt), Dodge, 128, 1; S. L. Sykes (Dunlop and Ranken, Ltd.), Seddon, 135, 2; K. Jarvill (Yorkshire Imperial Metals, Ltd.), Thames, 137, 3.

**CLASS E (2)—Over 25 ft., with more than 2 axles:** R. Bennion (Pease Transport, Ltd.), Foden, 111, 1; L. Harling (Shell-Mex and B.P., Ltd.), Leyland, 124, 2; F. Lees (Stanley Greenwood, Ltd.), Ford, 129, 3.

**CLASS F (1)—Semi-trailer under 22 ft.:** W. Hall (Pease Transport, Ltd.), Bedford, 138, 1; D. I. Bennett (Shell-Mex and B.P., Ltd.), Bedford, 202, 2; E. Bishop (Petrofina (G.B.), Ltd.), Bedford, 214, 3.

**CLASS F (2)—Semi-trailer 22-27 ft., tractor unit under 3 tons:** E. H. Atkin (Joshua Tetley and Son, Ltd.), Austin, 151, 1; E. Featherstone (British Waterways), Bedford, 154, 2; P. Cartwright (Yorkshire Electricity Board), Morris, 200, 3.

**CLASS G—Semi-trailer up to 27 ft. overall:** tractor unit 3 tons or over: A. Twinham (English Electric Co., Ltd.), Leyland, 137, 1; P. Stacey (A.E.I., Ltd.), Leyland, 150, 2; D. Hall (Pease Transport, Ltd.), Commer, 162, 3.

**CLASS H—Standard Army load-carrying vehicles:** Sgt. F. T. Gatecliffe (521 Coy. R.A.S.C. (M.T.) (T.A.)), Commer, 104, 1; Cpl. R. Parker (519 Coy. R.A.S.C. (Inf. Bde.) (T.A.)), Commer, 131, 2; Sgt. L. J. Dalton (521 Coy. R.A.S.C. (M.T.) (T.A.)), Commer, 136, 3.

**BEST OVERALL PERFORMANCE:** P. E. Steel.  
**TEAM:** 521 Coy. R.A.S.C. (M.T.) (T.A.).

Letters to the Editor

# Wages Raised Hours Reduced for Bus Drivers

I SEE that the latest move to overcome staff shortage in the passenger transport industry is an appeal to retired drivers to work part-time on buses in Bristol.

All over the country both municipal and company-owned undertakings have been suffering from crew shortages dating back almost to the end of the war. Very little attempt seems to have been made to make the job attractive.

The wage for a basic week is one of the lowest in industry, and recruits can only be attracted by the offer of plenty of overtime. Any undertaking fortunate enough to obtain sufficient personnel to cut down overtime immediately loses longer serving personnel, who find it impossible to manage on a basic week's wage.

It is true that there will always be some people anxious to work overtime, however good their basic week's wage. But it is equally true that the present basic wage makes overtime working an absolute necessity for a man with family responsibilities.

The rate of £10 3s. 6d. offered to municipal drivers for 42 hours a week is shockingly low. Generally speaking it is about £2 a week less than offered for unskilled labour in industry, where a five-day week is usually worked (considerably more if shift work is involved).

## Unhappy Position of Bus Drivers

If comparisons are made on a basis of total weekly earnings, the unhappy position of the bus driver is shown even more clearly.

The latest figures quoted by the Ministry of Labour put the earnings of the average industrial worker at £14 10s. for an average of 48 hours worked. For the same number of hours a municipal bus driver would earn £12 5s., and even if a Sunday shift was included his money would be only just over £13.

I was a coach driver, and later a bus driver for 12 years. In my last driving employment I worked a 44-hour rota spread over six days and including extra payment for Saturday afternoon and Sunday duties. My average gross pay over 2½ years of this was £9 19s. I went into a factory doing a relatively unskilled job and had every week-end off, regular hours, and averaged £12 16s. for a 42½-hour week. Can you wonder that men leave the buses for manufacturing industry?

## No Incentive for Co-operation

Present wages and fringe benefits in the industry certainly do not provide an incentive to crews to co-operate with management in efforts to make services economic and efficient.

The police and the post office which, incidentally, paid wages similar to those of the bus driver in pre-war years have tackled a similar problem by offering much more

generous rates of pay. Passenger transport will have to follow suit if it is to remain viable.

In my opinion bus drivers of today should be paid a minimum rate of 6s. per hour, the working week should be 40 hours, allowing five eight-hour shifts to be worked, and thus provide the leisure enjoyed in other industries.

Those transport managers who throw up their hands in horror and say that this would put them into liquidation should work out how much it costs their department in overtime payments per year to cover crew shortage.

Bus driving can be a pleasant occupation. Give the crews decent wages and conditions and the staff shortage will disappear and the public will get a much improved service.

P. F. TURNER.  
Romford, Essex.

## Praise for B.R.S. Lorry Driver

ON Saturday, July 22, we were travelling down the A1 between Stamford and Biggleswade when we saw a certain incident which we think deserves praise. It concerned an eight-wheeler of British Road Services, E.R.F. No. CPV 274, Fleet Number 3A 287 at approximately 10.30 a.m. The driver stopped to give assistance to a motorist whose car had failed him. After probably 15 minutes we saw the lorry towing this car down the A1 to a garage which was quite some miles away.

As motorists, we felt quite proud to think we have still got some decent people left on the roads, and we would like you to publish this matter as we suppose the lorry driver never thought anyone had seen this act of goodwill, other than the person to whom he gave assistance.

BENTHAM, Lincs.  
JOHN E. WRIGHT,  
C. R. GUDGEON.

## Mobile Library Help Wanted

I AM preparing a textbook on the subject of mobile libraries and would like to ask, through your columns, for any information builders of such bodies can afford me Liverpool, 2.

WILFRED H. SNAPE,  
Lecturer in Librarianship,  
Liverpool College of Commerce.



Specialist boat hauliers, Adams Bros. (Kingston), Ltd., have recently completed another tricky transporting job of carrying this 52-ft 9-in.-long boat from Clacton to Southampton. The beam of the boat was 15 ft. 9 in.

# The Common Market . . .

# IS IT WORTH THE RISK?

by G. K. Newman, M.A.

*Mr. Newman, who is Secretary-General of the Road Haulage Association, is Writing in a Private Capacity*

**I**N ONE important sense the current discussions on Britain and the European Economic Community—that is, the governments of Belgium, France, Germany, Italy, Luxembourg and the Netherlands—are premature. What will first have to be decided will be satisfactory arrangements for the Commonwealth countries, our partners in the European Free Trade Association and British agriculture prior to signing the treaty of Rome. In other words, it seems unlikely that Britain will join the Common Market except on certain conditions, and until those conditions are agreed upon (and any consequential amendments of the treaty of Rome are known) it is impossible to express an authoritative opinion about the effect which membership of the Community would have on this country and its road transport system.

### Charges

" . . . no member state shall impose rates and conditions which involve an element of support or protection for any particular enterprise or industry."

Whilst this important limitation inhibits serious discussion of the detailed effects of membership, it is useful to look at the provisions of the treaty upon which the Community is based, and at the likely trends if Britain were subject to those provisions as they stand.

Furthermore, as we are concerned particularly with transport, and the treaty's provisions in this respect are not likely to be amended to accommodate Britain, speculation in this limited field may be less wide of the mark than it is likely to be in others, for example in the field of agriculture.

Transport, however, is dependent upon general economic, industrial, trade and social factors, so that it cannot be considered in isolation from these factors, and the effect of membership of the Community on British transport would inevitably be closely related to the effect of such membership on British trade, industry and agriculture as a whole.

What, then, are the objects of the treaty of Rome? They include the elimination, as between member states, of customs duties and quota restrictions on the import and export of goods; the establishment of a common customs tariff and a common commercial policy towards non-member countries; the removal of obstacles to the free movement of persons, services and capital between member states; a common agricultural policy; a common transport policy; a system for ensuring that competition within the Common Market shall not be distorted; the co-ordination of member states' economic policies; the approximation of member states' municipal laws to the extent necessary for the functioning of the Common Market; the creation of a European social fund to improve the possibilities of employment for workers and the raising of their standard of living; the establishment of a European investment bank

to facilitate the economic expansion of the Community by the creation of new resources; and the association of overseas territories with the Community with a view to increasing trade and pursuing economic and social development.

These objects cannot, of course, be achieved at once; the treaty provides for progress by stages. But there are already strong pressures to accelerate the development of the customs union, and at present it looks as though all

### —Change—

" . . . it seems likely that . . . the road transport industry of this country will change. . . ."

internal tariffs will have disappeared and a common external tariff will have been established by about 1970. It is likely that by about the same time the common agricultural and transport policies will have been formulated and implemented and the free movement of labour within the Community will have been ensured.

Assuming that Britain is able to join the Community and meet the economic challenge which membership entails, what will be the outlook for British transport? To answer this question we must first look at the provisions of the treaty of Rome a little more closely. As transport is, in a sense, the blood-stream of an economic community, it is not surprising that the treaty of Rome devotes no less than 11 of its articles to this subject—that is, transport by road, rail and inland waterway—the keynote being the obligation assumed by the member states to inaugurate and pursue a common transport policy.

### —Opportunities—

" . . . but the industry might expect to find greater opportunities, increased competition, seriously modified legal and licensing provisions, and different labour conditions."

The Council of the Community, acting on the proposal of the Commission and after consulting the Economic and Social Committee and the Assembly, is charged with the duty of laying down "common rules applicable to international transport effected from or to the territory of a member state or crossing the territory of one or more member states; conditions for the admission of non-resident carriers to national transport services within a member state; and any other appropriate provisions."

Such rules and provisions, however (in so far as they deal with rates and conditions), must take account of the economic situation of carriers, and until they are implemented no member state is to apply its own domestic regulations or other legal provisions in such a way as to

favour carriers based in other member states less than its own carriers.

Other important provisions of the treaty of Rome require that, in due course, in respect of the same goods carried in the same circumstances, the carrier must apply the same rates and conditions; that unless authorized by the Commission for special economic or political reasons no member state shall impose rates and conditions which involve an element of support or protection for any particular enterprise or industry; and that charges by carriers for crossing frontiers shall be reasonable, the member states endeavouring to ensure the reduction of such charges progressively.

The provision about support or protection, however, seems a little inconsistent with another article stating that "aids which meet the needs of transport co-ordination or which constitute reimbursement for certain obligations inherent in the concept of a public utility shall be deemed to be compatible with this treaty," which seems to be a tempering of the economic wind to the shorn lamb of the railways.

Finally, the treaty provides for a committee of transport experts appointed by member states to be attached to the Commission for consultative purposes, and enables the Council to decide whether, to what extent and by what procedure, appropriate provisions might be adopted for sea and air transport.

Returning to the assumption that Britain is able to join the Community by signing the treaty of Rome in sub-

### Traffic

"The greater opportunities are likely to arise from the increased two-way traffic in goods of all kinds. . . ."

stantially its present form, and that we are more or less successful in meeting the economic challenge which membership entails (which is a very bold assumption), it seems likely that by a fairly gradual process the road transport industry of this country will change in certain important respects. It is impossible to be dogmatic about those changes, but the industry might expect to find greater opportunities, increased competition, seriously modified legal and licensing provisions, and different labour conditions.

The greater opportunities are likely to arise from the increased two-way traffic in goods of all kinds between this country and the territories of the "Six" which would follow upon our joining the Community. There would be good chances for competitive and efficient operators to conclude reciprocal arrangements with Continental hauliers for the interchange of trailer traffic in the initial stages.

Subsequently, pressure for the building of a Channel tunnel or bridge would very likely result in the elimination of the most serious physical barrier to Anglo-Continental trade, with challenging opportunities for British road transport. At home, road transport might benefit substantially—given an adequate road system—if Government subsidies to the railways came to be limited strictly to reimbursement for essential "public utility" services.

Increased competition seems inevitable simply because of the greatly enlarged economic arena which the Common Market with Britain—and probably Denmark, Eire and Norway as well—would constitute, and because of those provisions of the treaty of Rome which prohibit discrimination. British transport will, in fact, have to be so efficient in its organization and operation that it will not be worth while for overseas operators to attempt to run on British roads.

This is the other face of the coin I have just described, and it certainly should not be assumed that Continental operators would be reluctant to accept the challenge with which Britain's adherence to the treaty of Rome would in due course present them. Furthermore, a Channel bridge or tunnel would accommodate Continental as well as British vehicles, just as the Channel sky is indifferent to the nationalities of the aircraft which pass through it.

An even more imponderable element must be considered in this context. If British industry generally fails to be really competitive within the Common Market, the chances of success for British transport will be correspondingly diminished, though some of the "slack" thus created might be taken up if British operators can learn to compete with Continental operators on the latter's own ground.

This, in effect, would mean the expansion of British transport undertakings into Continental bases, and there is nothing in the treaty of Rome to discourage such

### Efficient

"British transport will . . . have to be so efficient . . . that it will not be worth while for overseas operators to attempt to run on British roads."

ambitions, though their fulfilment postulates an unusual degree of courage and initiative.

The modification of legal provisions, including the licensing system, would be necessary to make effective those parts of the treaty which call for rules governing international transport, the admission of non-resident carriers to domestic transport services and the application of domestic regulations in such a way as to favour non-resident carriers no less than they favour a state's own carriers.

It is impossible at this stage to give even a brief idea of what these legal changes, or others necessitated by different articles of the treaty and the international regulations which may be made under them would be, but one imagines that there would be uniform regulations on technical matters and considerable simplification of licensing.

Lastly, labour conditions as we know them in the transport industry would probably be affected, though gradually.

### Risks

"Great opportunities are usually accompanied by great risks . . . we may find ourselves unequal to the challenge."

The treaty contemplates the free movement of workers within the Common Market, the "equalization of working and living conditions of labour in an upward direction," the alignment of the social policies of the member states, equal pay for women and a special fund to guarantee workers against loss of income or employment as a consequence of the integration of the member states' economies. By and large it seems unlikely that these provisions would operate unduly harshly upon employers.

Great opportunities are usually accompanied by great risks, and the possibility—at present it is no more than that—of our joining the European Economic Community certainly opens wide vistas for British industry, including the road transport industry, but unless the country achieves a degree of efficiency and competitive capacity which has not so far been reached we may find ourselves unequal to the challenge.

# Glowing Transport Prospects in Common Market

*Forecasted by the Economist Intelligence Unit*

EVERYONE knows that the six countries of the Common Market together now constitute the fastest-growing economy in the free world. The vital factor is trade: commerce among the six member states in 1960 was 28 per cent. greater than in 1959—and this was certainly not achieved at the expense of trade outside the Market, which also increased by a not much smaller amount. And where there is trade, there is an opportunity for road transport. It has been estimated that if Britain joined the Common Market her total trade with the other six countries would more than double by 1980, so there must be a large potential of increased transport. How much can road get? Undoubtedly a fair amount.

If Britain joins the Common Market she can expect an enormous expansion in trade with the other partners. Since trade grows most rapidly where demand grows most rapidly, trade is likely to increase fastest in durable consumer goods, then in goods sold by manufacturing industries to each other, and slowest in non-durable consumer goods and foodstuffs. Highly specialized manufacturers of products such as scientific instruments have a greater growth potential than standardized items produced in every country.

The road ferry between Tilbury and Antwerp or Rotterdam would naturally reflect this increase in road activity. Commercial gross tonnage carried by the road ferry has already increased from 12,225 tons in 1957 to 62,439 tons in 1960: this means that, as a percentage of total road and rail ferry traffic, road's share increased from 2.6 per cent. in 1957 to 10 per cent. in 1960. The principal countries suitable for road freight traffic from or to Britain are Belgium, the Netherlands, Germany, France and Switzerland. Very long-distance road haulage, though sometimes undertaken, is apt to be somewhat more expensive than by freight train, unless such factors as convenience and savings in time and packaging offset the higher charges.

## Order of Importance with Trading Countries

At present the countries with which the most trade via road transport is carried on are, in order of importance, Germany, Belgium, the Netherlands, France (less than half the amount with Germany), Switzerland and Italy. Other countries, such as Denmark, Austria and even Russia, occasionally figure. But the significance of this is that Germany is the particular country with whom trade offers the greatest opportunities to road hauliers.

Of the goods carried at present by road, machinery (especially machine tools) accounts for some 60 per cent. A very wide variety of other articles is carried, exports ranging from aero-engines to ice-cream cones, and imports from fork-lift trucks to goldfish. The most important, however, will be discussed later. The general advantages of transport by road ferry include, as the most important, the fact that much less handling is necessary. This not only saves costs in itself, but greatly reduces the need for expensive packaging.

Again, through less handling, there is reduced liability to damage, and this is very important for complicated

machinery such as aero-engines which, if damaged, must be returned to the manufacturer for repair before they are of any use. Another advantage is the convenience, and even the speed, of a door-to-door service, especially if the destination is not actually rail-served.

The principal disadvantage is that charges are considerably higher than those of transport by cargo ship. It remains to be seen how the future level of road and rail ferry costs will compare. These factors give a rough indication of the type of goods suitable for carriage by road ferry, although much will depend on the individual firm's desire for convenience and speed.

Machinery exports and imports are both likely to rise considerably if Britain joins the Common Market. Economic integration among the Six has already led to increasing specialization by producers in each country, and this means that total trade in machinery will grow more rapidly than trade as a whole. British exports of machinery by road consist almost entirely of machine tools, other industrial capital goods and agricultural machinery, reflecting the fact that such goods constitute almost all of Britain's machinery exports.

## Principal British Competitors on Continent

The principal competitor on the Continent is Germany, which is by far the largest producer, and which has developed a very wide range of engineering products. Switzerland is a specialist producer of certain very expensive, high-precision machine tools. France and Italy both have fairly generalized industries, but the weaker sectors are likely to go down to German and, if Britain joins the Common Market, British competition.

British machine tools are of comparable high quality to German, but much of the industry is accused of technical conservatism and often suffers from long delivery dates. Its prospects in the Common Market are mixed. The British industry should be able to increase its share of Common Market imports, but not very greatly. By relating the faster growth of total demand to the growth of investment, one can conclude that British exports of machinery to the Common Market will have doubled in tonnage by 1980.

Moreover, their individual value will be higher, and this should make them yet more suitable for road freight traffic, since transport costs will form such a small proportion of total costs.

The position of imports of machinery is similar. Imports will grow very fast—faster than total demand, due to increasing specialization. With Britain in the Common Market, the other Six would increase their share of total British imports (now 40 per cent.), but not by a large amount. The reason for this is that specialized equipment from the U.S.A. will continue to form a high proportion of imports: such imports, forming 43 per cent. of total British machine-tool imports in 1960, had very nearly doubled in value compared with 1959. Germany would be the principal Continental exporter to Britain, and would have a slightly larger share of a much larger import market.

Another important part of road traffic comprises exports of chassis and engines for commercial vehicles and cars, parts, and aero, agricultural and marine engines. Commercial vehicle chassis and engines go to Belgium and Holland where sales are likely to increase, especially if Britain joins the Common Market, not only because of increased trade and increased demand, but because of the competitive strength of the British commercial vehicle manufacturers. Exports of car engines and cars for assembly, on the other hand, will probably decrease. In general, exports of spare parts for vehicles will grow in line with vehicle exports, but exports of assembly material will grow less rapidly. Exports of aero-engines are likely to increase. Imports of motor scooters will very probably decrease.

Aluminium and steel strip form part of exports carried on road vehicles, as do certain metal manufactures. Britain and Germany are the largest producers of such goods, and there is no reason to believe the pattern of trade in them would change if Britain joined the Common Market. However, there should be a big increase in trade both ways, and some of the imports could be attracted by the road ferry, especially since it has been found that steel sheet and lighter-gauge plate are very liable to be damaged when consigned by rail.

### **Effect of Tariff Barriers on Exports and Imports**

A good deal of beer is exported in road tankers, principally to Belgium, and a smaller amount is imported in return. Imported beer is a luxury and demand is dependent on an increase in income per head. Thus, neither exports nor imports are likely to be affected solely by the removal of tariff barriers, but they should continue the slow, steady growth they have shown in past years. Meat and fish, often refrigerated, are sometimes exported by road. These exports fluctuate sharply from year to year in line with short-run changes in supply and demand, and also in relation to other special factors.

Bricks, especially firebricks and tiles, are sometimes exported by road, mainly because of their fragility. In specialized items of these groups, Britain is highly competitive and exports should increase rapidly if she joined the Common Market.

In the case of goods imported on road vehicles, the greatest opportunity for increase appears to be in paper and paperboard. British consumption of paper is likely to rise by some 50 per cent. by 1970. The Scandinavian countries are natural producers of paper and will expand their sales both in the Common Market and in Britain. This paper and paperboard will not generally move by road, for obvious reasons of geography. However, even if Britain takes an increased proportion of total Scandinavian exports and even if the British paper industry grows at the same rapid rate as it has recently done, Britain will still require yet more paper; on the assumption of British membership, this is likely to be supplied mainly by the Common Market countries; in this case, imports from the "Six" could double by 1980.

Bulbs from Holland are imported by road. The future of such imports depends on what arrangements the Government would make with the Common Market countries on the thorny problem of horticulture. Given complete free trade, the Dutch would certainly increase their exports to Britain, not only of bulbs but of many other horticultural products. Other imports by road include furniture and cotton velvet. The first of these depends on its style and cheapness, and the second very much on its cheapness. Small increases can be expected in them on these grounds.

Can road hauliers take a larger percentage of the present trade between Britain and the Continent? The answer is, undoubtedly, yes. In terms of the overall balance of advantage relating to cost and quality of service, a large variety of traffics can unquestionably be diverted to international road haulage, though under present conditions other traffics are best sent by rail.

### **Business Increased with Continental Depots**

One example of this is fresh fruit and vegetables, of which imports into Britain are, and will be, very substantial. These must be moved in relation to the requirements of a daily market, but at present the road ferry sails only three times a week and arrives at 8 a.m.—too late for that day's market. Moreover, the railways have already provided special facilities for speedy handling of these goods. Business could also be increased if overseas agents were to establish a network of depots on the Continent, so that full return loads could be more often obtained. This would reduce costs. In 1960 the tonnage carried outwards exceeded the tonnage carried inwards by some 25 per cent.

There will be abundant scope in future for traffic growth in goods not at present moving between Britain and the Continent. But they will be goods not yet made or not yet made on a sizeable scale. There are remarkably few goods now widely used which are not traded at all.

This trade that will develop is largely in new products. Such trade will take place whether or not Britain joins the Common Market, but is bound to be greater if she does join, as otherwise the U.S.A. would be the main supplier. Trade in certain chemicals will obviously develop, and bulk liquid chemicals of specialized types in relatively small quantities will be particularly suitable for road movement. In addition, road should now gain traffic in some chemicals which at present go by other routes.

### **Electronic Goods are Best**

Perhaps the greatest expansion of trade in future will be in electronic goods. It is significant that these are delicate, expensive and often heavy goods; they require the most careful packing for train or cargo vessel and are therefore eminently suitable for road haulage.

To show what might be done if Britain joined the Common Market, it can be pointed out that in the first seven months of 1960 British exports of electronic components to the "Outer Seven" EFTA countries increased by 128 per cent. as against 1959. This compares with a 41 per cent. increase to the Six. But if Britain joined the Six, her exports to them might rise faster than they have to EFTA. Imports, too, would rise just as fast.

Another sector of trade that can be expected to develop in future is atomic energy equipment. This, too, would be suitable for road haulage. British exports to the Common Market would be considerably larger if she joined than if not; their performance will depend on the skill of large firms in technical research and in mass-production techniques. Imports, especially from the giant German firms, would be likely to increase as much as exports.

In conclusion, the potentialities of road traffic are enormous. If Britain joined the Common Market, not only would trade in most commodities at present carried increase, but the growth in trade would be especially great in the case of precisely those which are suitable for transport by road. At the same time, it is possible for road haulage to take a greater share of some goods now carried by other means of transport. It should be possible for road traffic to double itself in a few years.

**COMMENTARY**  
*by JANUS*

# TROUBLE SHARED

NOT for the first time the road transport industry has suffered because it uses the same tracks and the same fuel as the private car owner. In making good his threat in the Budget to increase a wide range of Customs and Excise duties, the Chancellor of the Exchequer was aiming a blow at luxuries rather than necessities. In the process he may have resigned himself to an anomaly or two, and accepted the fact that the extra 3d. a gallon on the fuel tax was adding to the burden already imposed on the important service rendered by road operators to trade and industry.

Had he thought it worth while, he might have made an effort to distinguish between private and industrial use. As the hauliers have pointed out, his primary purpose has been to stimulate the export trade, and he is not helping the cause by making transport to the docks more expensive. Some such device as the colouring of fuel has been used from time to time, although admittedly never for the purpose of enabling road operators to pay a lower tax.

If they are determined optimists, they might care to suppose that the reason the Chancellor has not bothered to show them any preference is that he does not intend to maintain the extra 3d. for any long period. The five months that the Suez shilling lasted at the end of 1956 and the beginning of 1957 may thus be taken as a precedent. The majority of operators will not feel so happy. They will remember that it was with some diffidence that the fuel tax was introduced in the first place, but that successive Chancellors have felt the guilt weigh less and less on their conscience.

Indeed, Mr. Selwyn Lloyd may at present have no idea of making his latest imposition permanent. When it comes to the point, however, the experts at the Treasury can be relied upon to find any number of convincing reasons for leaving the fuel tax as it is, at 2s. 9d. a gallon. Whatever the reasons, they will seem equally cogent in respect of the commercial user and the motorist. It is just bad luck that the transport operator should have to share his fuel and his road space with so many other people.

THE point is one of which his enemies take full advantage. They do their best to enlist the support of the motorist and the pedestrian against him. There is a deliberate campaign, organized by what one would be justified in regarding as pressure groups. The work is not done as openly as that of, for example, the British Road Federation and the Road Haulage Association (who, of course, champion the haulier), but it seems to be effective.

The motoring organizations, with their experience of propaganda, are not likely to be taken in. But the individual motorist is more often than not impressed. He is highly critical of a road system that scarcely ever allows him to make a journey without several irritating delays. For the most part it may seem that other motorists are clearly responsible. There are too many of them chasing too little space. But except when they are flagrantly guilty of a piece of bad driving, he cannot very well vent his annoyance against his own kind. They have as much right to be there as he has.

The real villains are the Government and the Minister of Transport, or perhaps more accurately the Governments and Ministers of the past. Because they are beyond the reach of the average motorist, they do not provide a satis-

factory target for his spleen. He turns instead to the commercial vehicle, especially if it is of the heavy type and more especially if it is outsize. Even if it is only occasionally that he is obstructed by such a vehicle, he remembers the circumstances vividly and with feeling, just as he would if he found a rhinoceros trampling the flower beds in his garden.

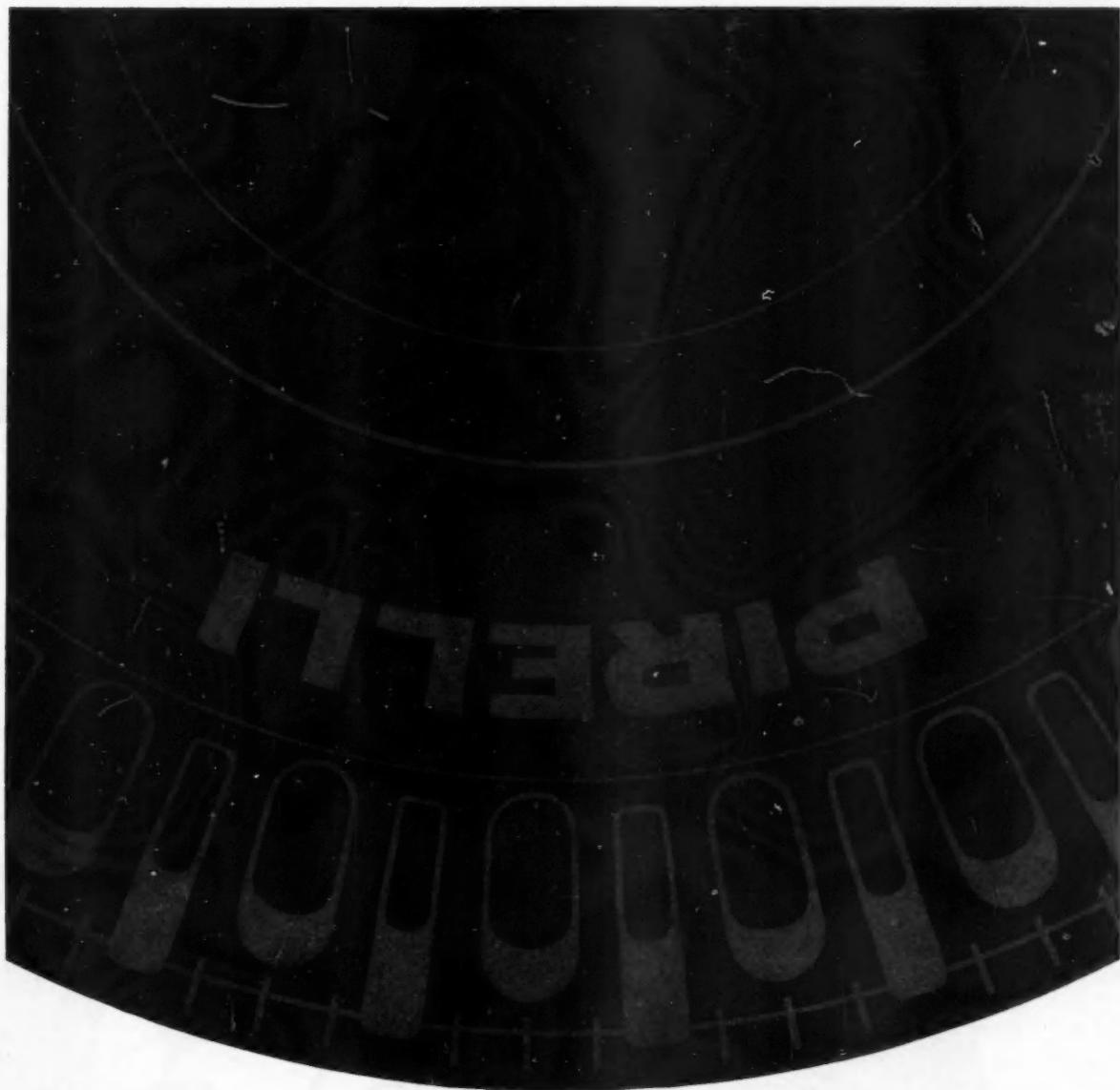
He is ripe to be influenced. He hears and reads constantly the suggestion that the heavy load which has held him up need never have been carried by road. Without labouring the point, the inference is given that, often for quite inadequate reasons or as a consequence of megalomania, manufacturers are continually insisting that their largest products should be dragged up and down the country on road trains. It is not suggested that the practice should be stopped entirely. There are a few loads, it is pointed out reasonably, that for various reasons have to go by road, and the motorist, being a reasonable creature, would not object to their passage. The rest could just as well go by rail or by sea. As an appendix there is the reminder that the railways and many shipping companies are run at a loss, so that the diversion of heavy traffic to them would simultaneously clear the roads and lighten the load of the taxpayer's subsidies.

THE reaction of the average motorist is not long in coming. He is only too eager to provide the fuel on which the campaign feeds. An article that deliberately confines its attack to the abnormal and indivisible load, and even then makes a very moderate approach to the problem, is often followed by a series of letters in much more violent terms.

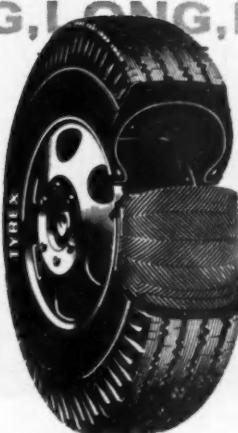
A wide range of misconceptions is given an airing on such an occasion. The heavy haulier is accused of hogging far more of the road than he pays for in taxation. He is vilified because he runs during the week when the motorist wants to make a business call, or over the week-end when the family car wants a clear road to the sea or the beauty spot, or at night when most people on the road are in a hurry to get home.

The next stage of the correspondence may concern itself with lorries in general. With every justification the drivers are praised for their skill and consideration, and in the next sentence are accused of filling the roads with dangerous and toxic fumes or bunching together so that nobody can get past. There are suggestions that lorries should be treated as second class vehicles, and that, for example, they should be forced to use the A5, leaving the M1 to the more deserving motorist in a hurry. Commercial operators would do well to realize that the campaign is reaching serious proportions.

It would help if he could be made to examine the matter rationally. Not much benefit would come to him, even if the campaign were successful and a fair amount of traffic was transferred to rail. A few million tons either way would make little difference to road congestion, especially as they would probably not be taken from the spots where it is most serious. The Minister's case for new roads, in which he has the entire support of every motorist, would be considerably weakened if they appeared in any way to be less important than before for trade and industry. Moreover, if the roads were no longer used so much for commercial purposes, the Chancellor might well be encouraged to increase the fuel tax even further.



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Colour 2

THE COMMERCIAL MOTOR

August 4, 1961

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Colour 4

THE COMMERCIAL MOTOR

August 4, 1961

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New Equipment and Publications

## Automatic Wire Stripper

LATEST additions to the range of tools marketed by Hellermann, Ltd., Crawley, Sussex, are a standard and de-luxe version of an automatic electric wire stripper—the series H 35.

Basically, the tools are the same. Jaws pivot about a central point and are operated independently by handles also pivoted at the centre and connected, one to each jaw, through short linkages. One jaw contains a clamp to hold the wire being stripped, the other a pair of cutters with a number of semi-circular grooves in their edges so that when closed there are a series of holes to suit various sizes of wire.

Although primarily intended for use on production processes, the tools will be of use to all engaged on electrical work. The standard model is suitable for normal commercial use whilst the de-luxe

version is intended for aircraft and other high-quality precision work, as it has a number of differences which ensure that there is no possible chance of the wire being nicked.

Both models weigh 14 oz. and are 7 in. long.

When tested the standard model was found to be simple to use and to give a perfect stripped end up to  $\frac{1}{2}$ -in. long with both rubber- and plastic-covered wire, without damaging the wire. A wide range of cable sizes can be dealt with.

Cost of the standard Hellermann H 35 wire stripper is £2 5s. and the de-luxe £5 5s.

### Plastic Lining

GOOD resistance to water, chemicals and solvents and high resistance to abrasion is claimed for Polytile type BL, which has been introduced by Corrosion, Ltd., Warsash, Southampton.

The new product is a plastic-based heavy-duty paint, which is designed to provide a protective lining to containers used for storing or carrying such things as foodstuffs, chemicals and fertilizers. It is applied by brush, roller or spray gun and hardens off at normal temperatures.

Material cost when using Polytile type BL is said to average between 5s. and 7s. per sq. yd.

### Emergency Lamp

A USEFUL lamp for emergencies such as breakdowns is now made by Philips Electrical, Ltd. The main feature of the Troubleshoot, as the product is

called, is the incorporation of strong magnetic inserts in the plastic lamp body. These allow it to be positioned and held on any convenient steel part.

As the lamp has a red lens on one side of the bulb and a clear lens on the other it can also be used on vehicles as a parking light or as a temporary rear or side light.

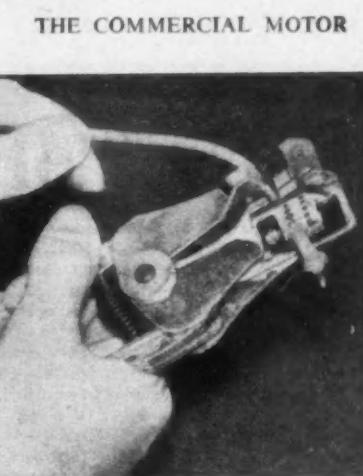
Crocodile clips for connection to battery terminals are fitted to the 16 ft. of flex supplied. When not in use the flex and lamp are carried in a plastic container. The Troubleshoot costs £1 10s., less the bulb.

### Bearing Manufacture

A NEW manufacturing process has been perfected by The Glacier Metal Co., Ltd., which allows the manufacture of whitemetal bearings with a lining thickness of only 0.003 in. Such bearings are said to have a fatigue strength 50 per cent. higher than experienced with standard whitemetal bearings.

No production engines are at present fitted with them, but Glacier can supply these ultra-thin whitemetal linings to special order.

From the strength aspect, the new bearings fill the gap between the soft bearings already available and the stronger and harder lining materials such as copper-lead and reticular tin-aluminium alloy. This means that whitemetal will still be satisfactory in many cases for the main bearings of modern



The Hellermann H 35 automatic stripper for electric wire shown in use.

engines, and in some engines it will be possible to use whitemetal for big-end bearings also.

### Price Reduction

THE price of the Rolls 3-Way Padsaw which was described in *The Commercial Motor* on November 20, 1959, has been reduced to 5s. and the tool is now obtainable at all branches of F. W. Woolworth and Co., Ltd.

Keyhole saw and hacksaw blades can be fitted in the die-cast pistol-grip handle in various positions. This makes the saw useful for work in confined spaces and one of each type of blade is supplied.

### Low-cost Laminate

DECORATIVE laminated plastic sheet which is made in Japan and costs only 3s. 3d. per sq. ft. is now obtainable in the U.K. This new material is called National Panel, and the sole distributors for it are Nevill Long and Co. (Boards), Ltd., North Hyde Wharf, Southall, Middlesex.

Available in a sheet size 8 ft. x 4 ft. and a thickness of  $\frac{1}{8}$  in., National Panel is offered in a wide range of colours, woodgrains and coloured patterns.

As with other plastic laminates, National Panel has a tough abrasion resistant surface and is unaffected by heat, boiling water, and by many liquids which normally stain and damage.

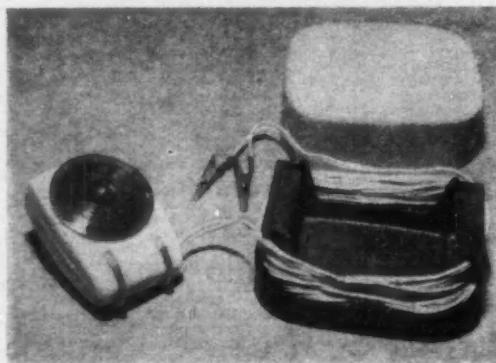
### TK Servo Booklet

A BOOKLET on their new pull-type vacuum hydraulic servo which is fitted to Bedford TK petrol-engined vehicles has been published by Clayton Dewandre Co., Ltd., Lincoln.

Full details and maintenance instructions for the unit are included in the publication.

### Trays and Containers

A SUPPLEMENT to the catalogue published by Kabi (Electrical and Plastics), Ltd., Potters Bar, Middlesex, contains details of recently introduced bins, storage trays, boxes and tanks, including stockable patterns. All items shown are in plastics materials.



Main use for the Philips Troubleshoot will be on breakdowns. The lamp and flex are kept in the plastic container when not in use.

***Expansion Trends in Haulage***

# A Glut of Caravans

APPLICATIONS for new B licences for the carriage, or towing, of caravans are no novelty—indeed, each week in one or other of the areas there is usually one such applicant. This week there is a glut of them, particularly from the West Country where three newcomers—a round timber merchant from Cannington (Somerset), a caravan site operator from Delabole (Cornwall) and a filling station owner in Melksham (Wiltshire)—ask the Western Authority for facilities to tow caravans over distances varying between 150 miles and "all over Great Britain."

Whilst most applications for caravan towing concern Land-Rovers or Jeeps—except in the case of applicants wishing to specialize in moving long-length vans (the law specifies that no trailer can be towed measuring over 22 ft. in length)—E. H. Saunders, of Melksham, asks Mr. Nelson to grant him a car for this purpose.

## SCOTTISH (NORTH)

**Applications**

SN 22/7/1.—**Alastair Dear**, Glenfar, new A lic. 1 veh. (G<sup>1/2</sup>t). Livestock and agric. produce within 60 miles, with occasional runs to Inverness, Aberdeen, Lanark and St. Boswells.

SN 22/7/2.—**Doune Motors, Ltd.**, Doune, new A lic. 1 art. (8<sup>1/2</sup>t) and 3 veh. (15<sup>1/2</sup>t). Goods for West's Piling and Construction Co., Ltd., Bath Road, Harmondsworth, West Drayton, Middx., within Scotland and to Northern England and the London area. (If granted contract-A lic. will be surrendered.)

SN 22/7/3.—**Robert Anderson**, Tillycoultry, new A lic. 1 veh. (4<sup>1/2</sup>t). Mainly goods for Ardean Sand and Gravel Co., Ltd., Arden, Dollar, within the Forth/Clyde area. (If granted, contract-A lic. will be surrendered.)

SN 22/7/4.—**William A. C. Bruce**, Cupar, new B lic. 1 T. (G<sup>1/2</sup>t). Lime and fertilizers within 60 miles, with extension to Ayr for fertilizers, all for Adam Lythgoe, Ltd.

SN 22/7/5.—**Ronald Bell**, Kirkcaldy, new B lic. 1 T. (2<sup>1/2</sup>t). Building and road mats, within the County of Fife, and within 20 miles.

SN 22/7/6.—**James M. G. Gibb**, Dundee, new B lic. 1 veh. (5t) (insulated meat van). Carcass meat, mutton, pigs and butchers' requisites, within 20 miles.

SN 22/7/7.—**J. W. and D. Adamson**, Auchtermurchy, B var. 1 T. (5t) and 1 trl. (art. low-ldr.) (5t) in place of 1 T. (3<sup>1/2</sup>t).

**Decisions**

SN 13/5/2.—**Charles Alexander and Partners (Transport), Ltd.**, Aberdeen, new A lic. 3 trls. (9t). Goods (extended loads) applicable to junkers within G.B., granted.

SN 10/6/4.—**Thomas Gibb (Fraserburgh), Ltd.**, new B lic. 1 veh. (3t), granted.

## SCOTTISH (SOUTH)

**Applications**

SS 22/7/1.—**McKinlay's Transport**, Ayr. A var. 1 veh. (G<sup>1/2</sup>t).

SS 22/7/2.—**Hugh Anderson and Partner**, Johnstone, A var. add 1 veh. (6<sup>1/2</sup>t) (inc. 1 cattle transporter). (20t).

SS 22/7/3.—**A. and R. Adamson, Ltd.**, Carlisle, A var. add 2 veh. (13t). Road and building mats, within 30 miles, and granite from Creetown and Dalbeattie for delivery within 30 miles.

SS 22/7/4.—**Andrew Black**, Drem., new B lic. 1 veh. (4<sup>1/2</sup>t). All types of goods within 75 miles, and to and from Durham, Newcastle, Penrith, Glasgow, Cupar, Aberdeen and Lanark.

SS 22/7/5.—**John Jonett**, Bannockburn, new B lic. 4 veh. (13<sup>1/2</sup>t). Road and building mats, and plant within 25 miles.

SS 22/7/6.—**Roderick R. J. Deubar** (t/a R. J. Dunbar), Edinburgh, new B lic. 1 veh. (G<sup>1/2</sup>t). Road and building mats, and coal, within 20 miles.

SS 22/7/7.—**Robert Anderson and Co.**, Mauchline, new B lic. 1 veh. (G<sup>1/2</sup>t). Household removals.

D2

Professional drivers (most of whom hold B licences with "Caravan towing, Great Britain" users) operating from bases near caravan manufacturers will no doubt be concerned as to the possible incursion into what they consider to be their legitimate traffic.

Contract-A to ordinary A licence switches are still fairly prevalent. A substantial application appears in the "A variations" section of the West Midland "Applications and Decisions." Beresford Transport, Ltd., of Tunstall, wish to transfer 11 vehicles, including five artic units at present operating under contract-A licences; and in the North West, Canton Garage, Ltd., of Holywell, are applying to add six artics to their A fleet, also from contract licences. In the Eastern area, K. Croston and Sons ask for a new B licence for two vehicles, subject to the surrender, again, of A contract licences.

furniture and household effects, within five miles and other goods (excluding livestock) within 70 miles.

SS 22/7/8.—**Hugh McGuiness**, Glasgow, new B lic. 1 veh. (2<sup>1/2</sup>t). General goods within 25 miles.

SS 22/7/9.—**W. and J. Summers**, Stonehouse, new B lic. 2 veh. (100). All classes of road and building mats, within 50 miles.

SS 22/7/10.—**H. and A. Mayer**, Glasgow, new B lic. 1 veh. (2<sup>1/2</sup>t). Carpets and garments for dry-cleaning within 30 miles.

SS 22/7/11.—**R. and C. Spence**, Swinton, B var. Vary condition to read: Livestock and agric. produce within 150 miles; lime from Coxhoe and Padiham, within 100 miles.

SS 22/7/12.—**Robert Cameron**, Acharacle, B var. add 1 veh. (30t).

SS 22/7/13.—**William McCracken and Sons**, Caldercruix, B var. add 1 veh. (4<sup>1/2</sup>t). Mining machinery, plant and furnishings, bricks, fireclay products and solid fuel, within 30 miles.

SS 22/7/14.—**Ronald R. McLeod**, Harthill, B var. 2 veh. (8<sup>1/2</sup>t) in place of 1 veh. (4t).

**Decisions**

SS 29/4/4.—**W. L. Tucker (Haulage Contractor), Ltd.**, Kirknewton, A var. 1 art. (5<sup>1/2</sup>t), granted.

SS 18/3/5.—**Kinnell Transport Co.**, Edinburgh, A var. add 2 veh. (13t), granted.

SS 4/3/6.—**Hugh Clelland and Sons**, Chryston, A var. add 1 veh. (7<sup>1/2</sup>t), 4 arts. (36t). Bulk cement in the southern division of the Scottish traffic area, granted.

SS 10/6/3.—**John C. Stark and Son, Ltd.**, Baillieston, A var. add 1 veh. (4<sup>1/2</sup>t), granted.

SS 27/5/6.—**John Barrie (Contractor), Ltd.**, Glasgow, A var. add 1 veh. (80), 1 art. (90), granted.

SS 4/3/4.—**P. and S. Contracts, Ltd.**, Glasgow, A var. add 2 art. (18t), granted.

SS 10/6/7.—**William Chisholm**, Eyemouth, new B lic. 2 veh. (7<sup>1/2</sup>t). Fish and fishing gear in the southern division of the Scottish traffic area and Northern England traffic area; household removals within a radius of 25 miles and other goods (exc. livestock) within a radius of 50 miles, granted.

SS 10/6/6.—**Trevor E. Bridges**, Torrance, new B lic. 1 veh. (5t), granted.

SS 4/3/11.—**Joseph Chandler**, Glasgow, new B lic. 1 veh. (3<sup>1/2</sup>t). Towing of caravans for Johnston's Caravan Co., Ltd., within G.B., granted.

## NORTH WESTERN

**Applications**

NW 21/7/1.—**Mantle Delivery Service**, Manchester, new A lic. 1 veh. (3t). Clothing and textiles; Lancashire, Yorkshire, Cheshire, Midlands, London and Glasgow.

NW 21/7/2.—**Canton Garage, Ltd.**, Holywell, A var. add 6 art. (36t). Goods for Messrs. Courtaulds, Ltd.; Cheshire, Wales, Lancashire, Yorkshire, Midlands, East Coast, Scotland, London and Southern Counties. (At present specified under contract-A lic.)

NW 21/7/3.—**J. M. Tolfree**, Liverpool, A var. delete 1 veh. (5t). Add 2 art. (15<sup>1/2</sup>t).

**CONTRACTIONS:** add, additional; agric., agricultural; art., articulated unit; c. cwt.; e.g., general goods; G.B., Great Britain; ind., indivisible; lic., licence; low-ldr., low-loader; mats., materials; N.U., normal user; S.T., special type; t., tons; T., tipper; tri., trailer; var., variation; wh., wheels.

NW 21/7/4.—**G. B. Minor**, Altringham, new B lic. 1 veh. (G<sup>1/2</sup>t). Caravan towing; G.B.

NW 21/7/5.—**J. Cassidy**, Liverpool, new B lic. 1 veh. (2<sup>1/2</sup>t). Confectionery any distance for Barker and Dobson, Ltd.; building plant and building mats, within 30 miles; furniture and house-hold effects within 30 miles; goods within 20 miles.

NW 21/7/6.—**H. J. Danne**, Manchester, new B lic. 1 veh. (4<sup>1/2</sup>t). Solid fuel for Thrushley and Co., Ltd., within 100 miles; excavation mats, building and road making mats, and scrap metal within 50 miles. (Veh. now specified under Contract-A lic.)

NW 21/7/7.—**F. Marriott and Son**, Manchester, new B lic. 6 T. (260). Excavating mats, quarry products and building mats, within 50 miles.

NW 21/7/8.—**T. B. Scott**, Middleton, new B lic. 1 T. (4<sup>1/2</sup>t). Scrap metals, building and road mats, and solid fuel within 50 miles.

NW 21/7/9.—**J. Canby**, Preston, new B lic. 1 veh. (1<sup>1/2</sup>t). Furniture within 25 miles.

NW 21/7/10.—**L. E. Price and Sons**, Widnes, new B lic. 1 veh. (3<sup>1/2</sup>t). Goods for Thos. Miller and Partners, Ltd., Widnes, within 25 miles.

NW 21/7/11.—**G. Griffiths and Sons**, Bangor, B var. extend conditions for veh. FCC.648 for building mats, from 30 miles to 100 miles and add: Textiles from Caernarvonshire to Lancashire, and extend conditions for veh. HJC.23 for building mats, and plants from 20 miles to 50 miles.

NW 21/7/12.—**Davies Bros.**, Barmouth, B var. add 1 veh. (3<sup>1/2</sup>t); road making mats, and building mats; Anglesey, Caernarvon, Merioneth, Denbigh and Montgomery.

NW 21/7/13.—**A. Darlington (Transport), Ltd.**, Heswall, B var. add 1 veh. (4t); building and road mats, bimetal, refractory mats, rubbish, spoil, excavations, debris, factory waste, all within 35 miles.

NW 21/7/14.—**G. Lewis and Son**, Wrexham, B var. add 1 veh. (3<sup>1/2</sup>t); solid fuel in bags for E. Griffiths, Chester, within 15 miles of Chester.

**Decisions**

NW 24/3/2.—**Gaskell Transport, Ltd.**, Liverpool, A var. 1 veh. (70), granted. Fruit and vegetables; Lancashire, Cheshire, Yorkshire, London area, Lincolnshire, East Anglia, Scotland, Gloucestershire and South Wales.

NW 5/5/3.—**Goodier and Sons, Ltd.**, Preston, A var. add 1 veh. (17<sup>1/2</sup>t), granted.

NW 5/5/4.—**L. Harper, Ltd.**, Stockport, A var. add 1 veh. (40), granted.

NW 2/6/4.—**Poplar Motor Transport (Lym)**, Ltd., A var. add 2 art. (16<sup>1/2</sup>t), granted.

## EAST MIDLANDS

**Applications**

EM 21/7/1.—**Ward and Co. (Leicester), Ltd.**, A var. add 2 veh. (70) G.R., machinery, small parcels within 25 miles and trunking to companies' depots.

EM 21/7/2.—**Geo. Dominic, Ltd.**, Nottingham, A var. add 1 art. (G<sup>1/2</sup>t). (If granted, 1 veh. (3t 12c) will be deleted from B lic.)

EM 21/7/3.—**Wrights Haulage**, Scunthorpe, A var. add 3 veh. (160).

EM 21/7/4.—**K. Croston and Son**, Bakewell, new B lic. 2 veh. (7t 8c). Limestone, sand, coal and gravel within 100 miles. (If granted, contract-A lic. will be surrendered.)

EM 21/7/5.—**E. Flavell**, Desford, new B lic. 2 veh. (8t 5c). Slack or slurry from Welbeck Colliery to Kingston Power Station.

EM 21/7/6.—**B. A. Tolfree**, Leighton Buzzard, new B lic. 1 veh. (G<sup>1/2</sup>t). Bricks within 60 miles.

EM 21/7/7.—**E. Hou and Son**, East Bridgford, B var. 2 veh. (5t 8c). Agric. produce and requisites 80 miles; farm removals 65 miles; other goods 25 miles; and vary conditions of existing veh. to: agric. produce and requisites 80 miles; farm removals 65 miles, other goods 25 miles.

EM 21/7/8.—**Cordon Haulage, Ltd.**, Weldon, B var. add 1 veh. (10). Goods of, or belonging to, Stewarts and Lloyds, Ltd., Lancashire Steel Co., Ltd., of Corby, and goods of, or belonging to, subsidiary companies of Stewarts and Lloyds, Ltd., in Northampton, any distance.

## WEST MIDLANDS

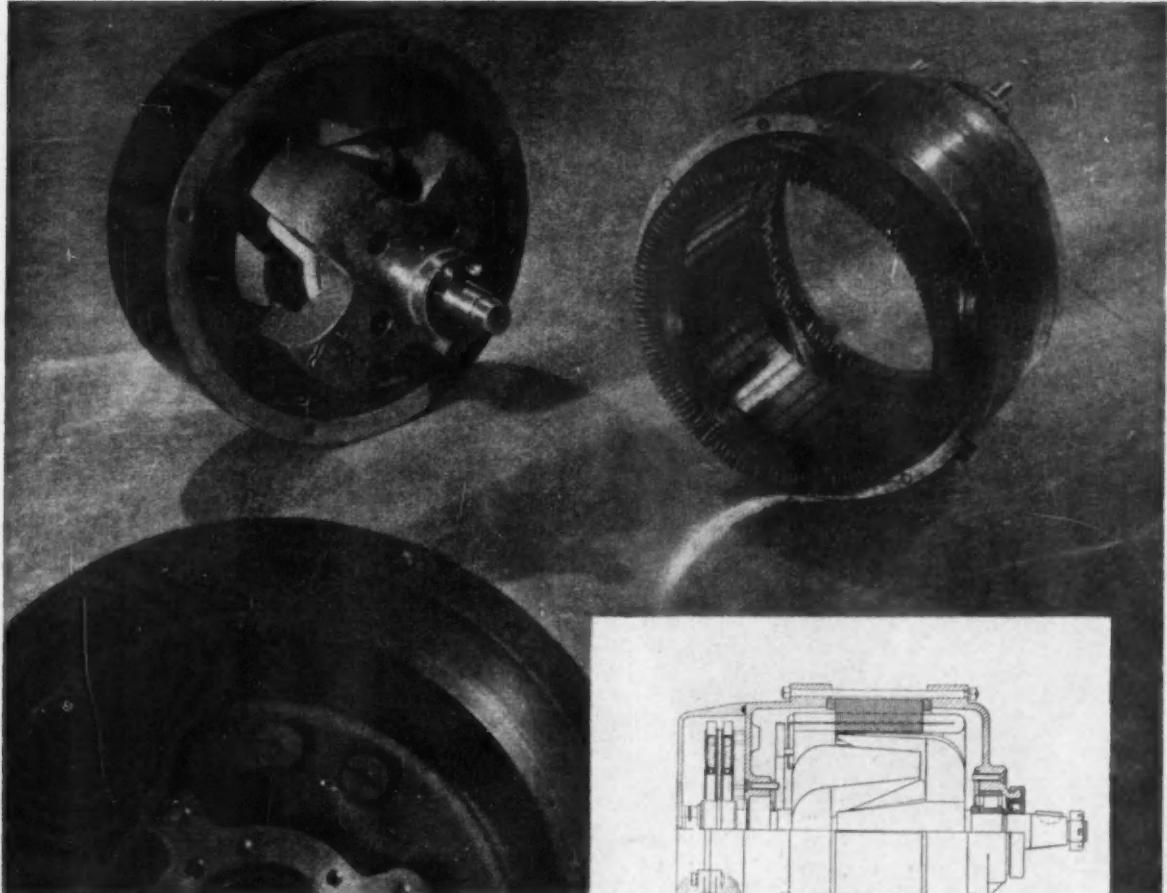
**Applications**

WM 21/7/1.—**Midland Road Tank Services, Ltd.**, Aldridge, A var. add 2 veh. (10) (Tankers). Add 3 veh. and 1 art. (20<sup>1/2</sup>t). Mainly carriage in tankers of oil, tar by-products, petroleum products and cement. Principally fuel oil during winter months, tar products and cement during summer months. Principally the Midlands, also Lancashire, Yorkshire, South East and South West.

(Continued on page 23)

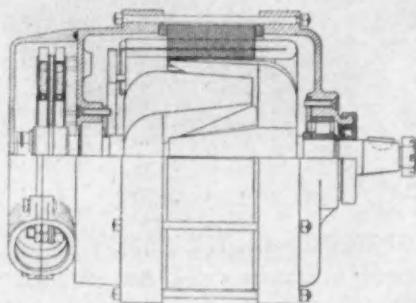
# Simms

## ALTERNATORS



The Simms Transistorised A.C. set consists of this robust, rotating-field alternator, a germanium rectifier bank and a small transistor control box, having no moving parts.

It has a low cut-in speed and a low full-load speed. Conservatively rated at 40 amps, the current regulator is, in fact, set at 45 amps but still greater output is available.



SIMMS MOTOR UNITS LIMITED • EAST FINCHLEY • LONDON • N2

D3

# INDIA INTRODUCE TWO NEW GIANTS

## • See how it's done!

**1. SUPREME CASING STRENGTH!** India Tyre Engineers, working in conjunction with transport operators and using the most advanced techniques, have produced two entirely new casing designs. These make greatly improved use of the high cord-strength of modern materials—both nylon and rayon tyres being available. Between them these two new India giants are tough enough for most working conditions.

**2. SCIENTIFIC TREAD DESIGN.** Onto these stronger tyre casings India has built just *two* new tread patterns—so skilfully designed that together India's two new giants give top performance on all kinds of surface.



### INDIA SUPER G.25—ON THE ROAD

From Motorway to secondary road, this tyre's star qualities are:

- \* more rubber on the tread, for longer life
- \* thick kerbing ribs to protect sidewalls from kerb damage and to ensure greater retreadability
- \* broad central rib, for smoother riding, easier steering
- \* deep buttress channels cut overheating



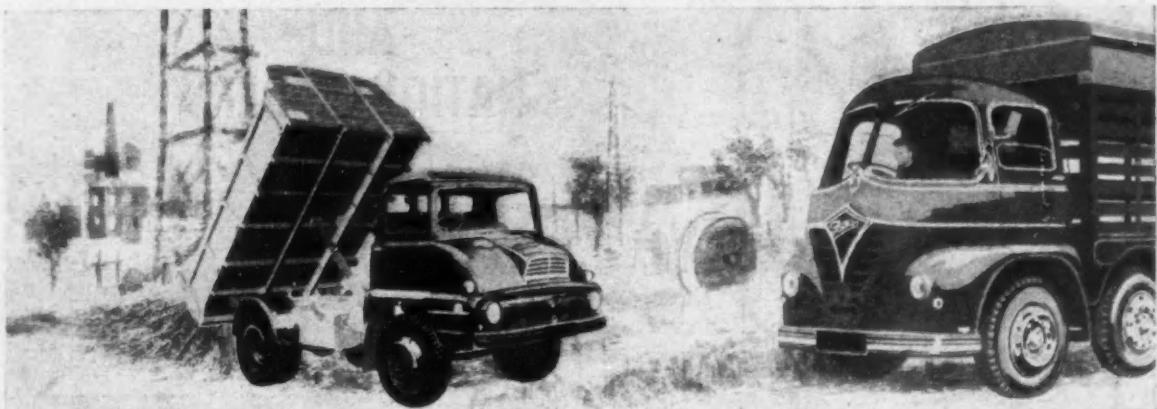
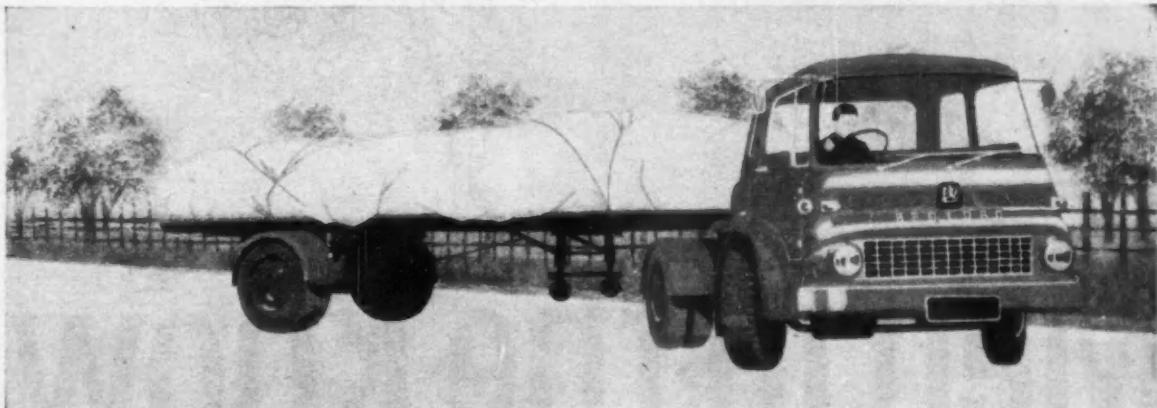
### INDIA SUPER G.26 ON ROAD AND TRACK

For all on/off-the-road work, this tyre offers:

- \* more rubber on the tread, for longer wear
- \* powerful traction bars, for extra-powerful grip
- \* well-tapered tread grooves cut out stone trapping
- \* supreme for rear driving wheels—with G.25 on the front

# THAT GRIP BETTER, LAST LONGER!

PROOF? JUST TWO TYRES DO ALL THESE JOBS!



**INDIA TYRES**  
TESTED TOUGH—FOR RELIABILITY

FIT INDIA RED FLASH



G.25 OR G.26 FOR ALL YOUR TRANSPORT NEEDS



He knows...  
that  
Valerius Flaccus  
rarely  
wrote  
in prose



He is aware...  
that what  
Napoleon said  
to Josephine  
is neither  
here nor there

# Men in the know



He is  
convinced  
from experience  
that

**NATIONAL BENZOLE  
AND  
NATIONAL DERV**

Are the finest fleet fuels anyone can use!

If you're a fleet owner, you're only really interested in the best fuels—National Benzole premier or regular for petrol engines and National Derv for diesels. You can have them both delivered to your depot. Or you can use the National Agency system. Either way you save time, money, trouble—and get exceedingly good fuels into the bargain. You ought to go National from now on.



WM 21/7/2.—**A. T. Brinklow, Ltd.**, Stratford-upon-Avon, A var. add 1 veh. (6½t) (Tanker). Milk within 60 miles or as required by the Milk Marketing Board.

WM 21/7/3.—**Beresford Transport, Ltd.**, Tunstall, A var. add 6 veh. (27½t) and 5 art. (41½t). Goods in connection with the business of H. and R. Johnson, Ltd., Glazed Tile Manufacturers, Tunstall, as requested. (If granted, contract-A lic. will be surrendered.)

WM 21/7/4.—**J. Barr**, Birmingham, new B lic. 1 t. (3½t). Hardcore, rubble and soil, within 30 miles.

WM 21/7/5.—**Higginson (Roads), Ltd.**, Birmingham, new B lic. 3 t. (9½t). Excavations, contractors' and builders' plant, equipment and mats., within 25 miles.

WM 21/7/5a.—**George Higginson and Son, Ltd.**, Birmingham, new B lic. 1 art. (6½t) (Tow-ldr.). Contractors' and builders' plant, within 25 miles.

WM 21/7/6.—**Dreary's, Ltd.**, Coventry, new B lic. 1 veh. (1½t). Carriage of equipment and motor spares, breakdown and other towing, within 200 miles, and occasionally within 300 miles.

WM 21/7/7.—**G. Corbishley**, Leek, new B lic. 1 t. (4½t). Goods for Hartshead Quarries within 150 miles. (If granted, veh. will be deleted from East Midlands area contract-A lic.)

WM 21/7/8.—**Malcolm's (Enamellers), Ltd.**, Wolverhampton, new B lic. 1 veh. (1½t). Components for enamelling, scooters, motorcycles and cars for repair, new scooters, radio, cycle, television and electrical appliances, or anything that may be used for the development and improvement of the following businesses: Malcolm's (Enamellers), Ltd., Auto Scooters (Wolverhampton), Ltd., Auto Scooter (Willenhall), Ltd., Auto Scooter Service Station, Ltd., Malcom's (Moxley), Coventry, Nottingham, within 50 miles and occasional trips to London, Liverpool and Southampton Docks.

WM 21/7/9.—**Everest Transport**, Worcester, new B lic. 2 t (6½t). Road-making mats, within 25 miles.

WM 21/7/10.—**J. Linton**, Worcester, new B lic. 1 t (3½t). Road-making mats, within 50 miles.

WM 21/7/11.—**G. J. Sidebotham**, Newcastle, B var. add 2 t (7½t). Road-making mats, and agric. lime for Wardlow Limestone, Ltd., within 60 miles. (If granted, contract-A lic. will be surrendered.)

#### Decisions

WM 13/4/3.—**The Direct Transport**, Oswestry, A var. add 1 veh. (7½t). Mainly cattle foods, fertilizers, oil drums, cement, whey powder, machine parts, foodstuffs, steel and round timber, within 200 miles, granted.

WM 25/5/1.—**W. G. Goddard and Son, Ltd.**, Rugby, A var. add 1 veh. (6t). Goods for Thomas Hunter, Ltd., mainly within 120 miles; timber for Wm. Evans (Timber Merchants), Ltd., mainly from London and Liverpool to the Midlands and North Staffordshire Coalfields and Co., Newcastle upon Tyne, granted.

WM 1/6/2.—**G. J. and S. (Roadways), Ltd.**, Birmingham, new B lic. 2 veh. (6½t), granted.

WM 11/6/3.—**G. W. Freeman**, Wolverhampton, new B lic. 3 veh. (14½t). Road-making mats, for Wolverhampton Roadstone Co., Ltd., and Wm. Prestwick, Ltd., Dronfield, Sheffield, within 100 miles, granted.

WM 24/11/12.—**Evan Jenson, Ltd.**, Much Wenlock, B var. add 12 veh. (52½t). Lime, limestone and fertilizers for Ridge Limestone, Ltd., Agriart, Ltd., and Knowle Lime, Ltd., within 75 miles, slag and salt to be collected within 25 miles and spread within 25 miles by agric. spreaders belonging to lic-holder, granted. Application for 1 veh., refused. Application for additional trl., withdrawn.

## EASTERN

#### Applications

E 21/7/1.—**Hanford Transport, Ltd.**, Fenstanton, new A lic. 4 veh. (18t) (2 t). Sand, ballast, road-making mats., plant and equipment throughout East Anglia and 2 veh. (9½t). Hay, straw and

*The Luton body on this Bedford TK was built by B. Walker and Son, Ltd., 1, Gammous Lane, Watford, Herts. The chassis has a 3-ft. Balco extension and the body incorporates a reinforced plastics translucent roof panel.*



stable manure where required in England for Abbott and Co., Ltd.

E 21/7/2.—**Turners (Soham), Ltd.**, Eye, new A lic. 2 veh. (6½t). G.G., mainly Eastern Counties, London, Midlands and Northern England. (If granted, same veh. will be deleted from B lic.)

E 21/7/3.—**N. Cannock**, Colne Engaine, A var. add 1 veh. (4t).

E 21/7/4.—**E. C. Cross**, Ipswich, A var. add 2 veh. (7t). (If granted, 2 veh. (7t) will be deleted from B lic.)

E 21/7/5.—**E. G. W. Brown**, Burwell, new B lic. 1 veh. (4t). Corn for J. L. Newman, Ltd., to East Midlands and coal from the East Midlands to within 25 miles for J. O. Vinter and Son, Ltd., and Coote and Warren, Ltd.

E 21/7/6.—**R. H. Palmer**, Wimblington, new B lic. 3 veh. (9½t). Potatoes from Manca to London or Birmingham for W. E. Cox; sugar beet collected within 10 miles for delivery to railhead or factory; lime sludge from factory to farm within the same radius; sugar beet pulp and pulp nuts from sugar beet factories for delivery within 70 miles and to or from British Sugar Corporation pulp stores; agric. produce and requisites and road-making mats. for A. D. T. Clark; fertilizers from King's Lynn or Wisbech for delivery within 10 miles.

E 21/7/7.—**S. B. King**, Ellington, new B lic. 3 veh. (3½t). Road and building mats.; agric. produce and requisites; coal on return journeys; within 65 miles.

E 21/7/8.—**B. F. Ward**, Holbeach Fen, new B lic. 2 veh. (6t). Fruit and vegetables: Yorkshire area.

E 21/7/9.—**A. Simpson**, Heacham, new B lic. 1 veh. (1½t). Towing of caravans to or from sites within 5 miles.

E 21/7/10.—**J. Meadows**, Stanground, new B lic. 1 veh. (3½t) to replace any veh. specified on site whilst off the road for repair or maintenance.

E 21/7/11.—**Cousins Transport, Ltd.**, Sible Hedingham, B var. 8 veh. (21½t). Modification to add to existing conditions; goods within 30 miles.

E 21/7/12.—**J. W. Fuller and D. L. Syrett**, Colchester, B var. add 1 veh. (1½t). G.G. 50 miles.

E 21/7/13.—**Goodwin Storifiers, Ltd.**, Southend-on-Sea, B var. add 1 veh. (2½t).

E 21/7/14.—**P. H. Mason**, Crowland, B var. add 1 veh. (4½t). Agric. produce and requisites for J. Odam, Eye.

E 21/7/15.—**Roudham Transport, Ltd.**, East Harling, B var. Variation of conditions attached to 14 veh. (44½t) and 3 trls. (7t); cider, wines and Babyham for the Showering Group of Companies Inc. Wm. Gaymer and Son, Ltd., Vineyard Winery

Co., Ltd., R. N. Coate and Co., Ltd., and Jules Duval and Co., Ltd., G.B.

E 21/7/16.—**J. W. Leggett, Ltd.**, Beccles, B var. add 1 veh. (1t). Small livestock to and from farms and markets in Suffolk and Norfolk.

E 21/7/17.—**C. J. Carter**, Mildenhall, B var. add 1 veh. (3½t).

#### Decisions

E 3/4/6.—**Cousins Transport, Ltd.**, Sible Hedingham, A var. add 6 veh. (17½t). (Subject to deletion of the same veh. from B lic.), granted.

E 6/2/3.—**A. and H. Willmore**, Southend-on-Sea, A var. add 1 veh. (4½t), granted.

E 6/3/4.—**R. and J. Ashworth**, Althorne, new B lic. 1 veh. (3t) (with livestock container 2½t). Livestock within 50 miles, granted.

## WESTERN

#### Applications

W 21/7/1.—**A. H. Kershaw**, Williton, A var. add 1 art. (60). G.G. mainly paper, foodstuffs, agric. produce and requisites, normally within 200 miles.

W 21/7/2.—**T. J. Parsons**, Cannington, new B lic. 1 veh. (1t 8c). Towing of caravans and accessories to pick up within nine miles for delivery within 300 miles. (Veh. at present specified in C lic.)

W 21/7/3.—**C. K. Round**, Delabole, new B lic. 1 veh. (1t 6c). Caravans, G.B.

W 21/7/4.—**E. H. Sanders**, Melksham, new B lic. 1 veh. (1t 12c). Towing of caravans (exc. new caravans) within 150 miles.

W 21/7/5.—**R. B. J. Cox and Sons**, Bridport, B var. add 1 t. (1t 14c). G.G. within 25 miles. (Veh. at present specified in C lic.)

W 21/7/6.—**W. G. Stoneman, Ltd.**, Plymouth, B var. add 1 veh. (1t 16c). G.G. within Devon and Cornwall. (Veh. at present specified in C lic.)

W 21/7/7.—**H. Gooding and Sons, Ltd.**, St. Stephen, B var. add 1 veh. (1t 16c). Agric. produce and requisites to Avonmouth, Barry, Southampton, London and Hull, when journeying to collect own goods only. (Veh. at present specified in C lic.)

#### Decisions

W 23/5/7.—**D. H. Fouracre**, Bridgwater, new B lic. 1 veh. (1t 7c). Caravans and their accessories and personal goods collected within 10 miles for delivery within 200 miles, granted.

W 30/5/4.—**L. E. Simmoneau**, Cheltenham, new B lic. 1 veh. (1t 18c). Cope for South Western Gas Board; rubble from sites at which licensee is working as demolition contractor all within 50 miles, granted.

W 20/6/3.—**F.R.B. Transport, Ltd.**, Kingsbridge, new B lic. 3 veh. (9t 12c), granted.

W 16/5/2.—**K. Miles and Sons**, Charlminster, A var. add 3 veh. (1t 10c), granted.

W 13/6/1.—**Holmes Transport (Cheltenham), Ltd.**, A var. 2 veh. (9t 10c) in lieu of 1 veh. (7t 3c), granted.

W 16/5/4.—**E. Macdonald (Ultracombe), Ltd.**, B var. add 1 veh. (4t). Household removals as required. (Subject to surrender by Torridge Transport, Ltd. of 1 veh. from their A lic., Ultracombe base), granted.

W 20/6/2.—**S. Allen**, St. Austell, B var. add 1 veh. (2t 17c), granted.

W 16/5/3.—**A. E. M. Fordham**, Barnstaple, new B lic. 1 veh. (6t), refused.

## SOUTH WALES

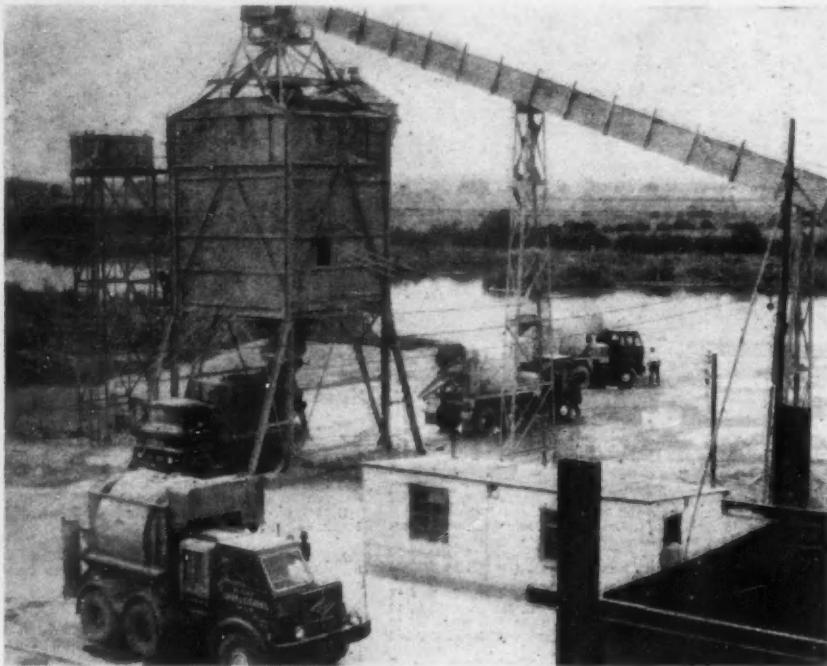
#### Applications

SW 26/7/1.—**E.J. Removal Services**, Swansea, new A lic. 1 veh. (3½t). Principally removal of furniture. G.G. when required, all parts of G.B.

SW 26/7/2.—**Mrs. D. Jones**, Abercrafon, new B lic. 1 veh. (3½t). General agric. merchandise, hay, straw, feedingstuffs, fertilizers, and carrying goods from Liverpool, Avonmouth and Cardiff areas. (Veh. at present specified in C lic.)



*The Ever Ready Co. (Great Britain), Ltd., have taken delivery of this 2-ton B.M.C. van with a Morris chassis and body by Messrs. W. and T. Robson. It is fully equipped with racks and cupboards for storage purposes.*



# Integration Balance Maximum

(Left) Vehicles of St. Ives Sand and Gravel Co., Ltd., loading ready-mixed concrete at a batching plant.

(Right) A selection of Atkinsons, A.E.C.s and Bedfords of Greenwoods Transport, Ltd., Ramsey, who, with their subsidiary company of F. W. Wacher, Ltd., London, operate some 30 vehicles.

**R**UNNING long-distance trucks depends, as is well known, on a variety of factors. Distance, the type of traffic and the operator's internal organization are three of the main factors involved. An organization operating from a single base is certain to encounter difficulty sooner or later regarding backloads; and the control of drivers and the establishment of additional depots some distance away from the main base can also pose additional control problems.

When, however, independent companies work together, providing all facilities for one another, an improvement in service becomes immediately apparent. Where these interworking companies are all in the same group, and so have the added advantage of identity of equipment, service is still

further improved. Briefly, that is the position with the Greenwoods (St. Ives) group.

Integration, operationally balanced trunking and maximum articulation are claimed to be the watchwords of the group.

It is, of course, quite possible that additional companies will join Greenwoods in course of time, and the group now has a very useful nucleus on which to build. An efficient interworking system has already been developed, both between the financially associated companies and with others. To explain the present organization a glance at past history is necessary.

Mr. E. B. Greenwood, managing director of the group, launched himself in transport in 1933, and, while building up a haulage business, also managed to find time for other activities.

He started in Ramsey, a small Huntingdonshire town which would hardly be regarded as a potentially great traffic centre, situated as it is in the midst of rich agricultural countryside. Yet it was because of these surroundings that Mr. Greenwood was able profitably to indulge in his natural love of the countryside, and today he farms some 600 acres on his own account.

### Valuable Sand and Gravel

Valuable deposits of sand and gravel are also to be found in the district, and so, well before the war, he began operating sand and ballast pits. He also entered into building and, in 1941, started a general contracting business.

By the time transport nationalization came along Mr. Greenwood owned Greenwoods (Contractors), Ltd. (which has now changed its name to Greenwoods Transport, Ltd.) of Ramsey; two other companies in London plus further concerns at Rainham (Kent), Bedford, Sutton (Cambs), Ilkeston and West Bromwich. When these companies, utilizing some 120 vehicles, passed out of his control on nationalization he was left with St. Ives Sand and Gravel Co., Ltd., and certain other smaller businesses.

A return was made to public haulage in 1953, and the fleet



A Foden of Jay Pee (Transportation), Ltd., tipping a load of silica.

# *tion d Trunking m Articulation*

*Independent Companies Working Together Under One Group Have Improved Service on Long-distance Trunking Runs by Combining Equipment. Plans for Tandem Trailers and Group Trailer Pool*

By Charles S. Dunbar, M.Inst.T.



*The Miller and Gordon fleet consists of mainly rigid and articulated 16-tonners. This Foden unit is being loaded with bales of hessian in the Liverpool area.*

grew to a total of 23 vehicles by 1959. In that year it was decided to float a public company Greenwoods (St. Ives), Ltd., and this came into being in November, 1959.

This led to some rearrangement of Greenwood interests, and there is now a clear distinction between the haulage side and all other activities. Greenwoods (St. Ives), Ltd., is the holding company controlling Greenwoods Transport, Ltd., and other public carriers on the one hand and St. Ives Sand and Gravel Co., Ltd., together with several other companies in the same or associated trades, on the other.

Greenwoods Transport, Ltd., is based at Ramsey and, together with its subsidiary company of F. W. Wacher, Ltd., of New Cross, London (acquired in 1960), operates some 30 vehicles.

Daily runs are made to London, mainly with market

produce, and the same type of traffic is operated to central Scotland, south Lancashire and the south coast, as required. Bulk tippers are also supplied to the British Sugar Corporation and other vehicles work in the many local brickyards. In addition a store is maintained for Silcock's feeding stuffs, which are carried from London for distribution over a wide area. Mr. J. Shadwell, who started with the concern as a traffic clerk, is the director responsible for the day to day working of the company.

Jay Pee (Transportation), Ltd., and its associated companies—Jack Priestley (1937), Ltd., and Jay Pee (Contracts and Warehousing), Ltd.—joined the group last October. The following month Collingwood Haulage Co., Ltd., and its subsidiary, Merseyside Carriers, Ltd., of Liverpool, were acquired. In March this year Miller and Gordon, Ltd., also of Liverpool, joined the group.

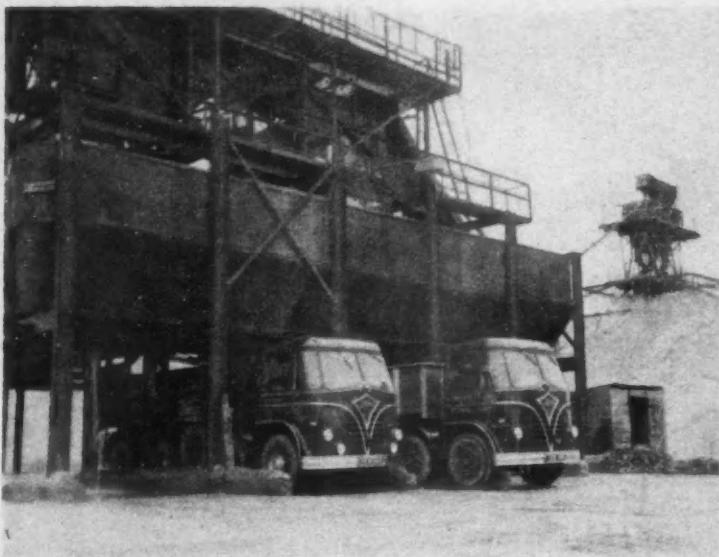
Jay Pee takes its name from Mr. Jack Priestley, who continues to run the three Warrington companies. Jack Priestley (1937), Ltd., is a Foden and Seddon distributor.

## **1½m. cu. ft. Available**

The third Warrington company is only just coming into action. Part of a former aerodrome at Stretton (to the south of the Mersey) has been taken over, and about 1½ million cubic feet of covered space is available. The site is within a mile of the future line of M6.

Jay Pee's fleet numbers 14 A; nine contract-A; and three B-licensed vehicles, plus 23 trailers. The three Bs and nine of the As are articulated, most of the remainder being eight-wheelers. Foden and Seddon are, naturally, the favoured makes. Particularly interesting are the special vehicles constructed at the suggestion of Mr. Wilkinson, head of Crosfield's traffic department at Warrington. These tippers have their sides dropping inwards instead of outwards, so that a floor is formed on which 12 pallets of soap powder cartons can be loaded. These are conveyed to Crosfield's store at Bow for ultimate delivery to S.P.D. depots in the London area.

On the return journey northwards, the sides of the vehicles are returned to the upright position to enable loads



*Foden eight-wheeled tippers of St. Ives Sand and Gravel, picking-up a load of material at a washing plant.*

Later they undertook the through transport from the works. In 1954 Mr. Kenneth Burgess, who had run the Miller business, arranged a restart in conjunction with Mr. Fred Phillips, and a most successful business was built up. Mr. Burgess is the managing director of Miller and Gordon, and he is assisted by Mr. J. E. Griffiths.

The Liverpool headquarters are in Little Woolton Street (not far from Lime Street and the Mersey Tunnel). The site is being developed and already pleasing new office accommodation has been erected.

The fleet of 40 consists mainly of 16-tonners, rigid and articulated, with Fodens predominating. York and Dyson trailers are used. Until recently, the northern depot was at Middlesbrough, but is now at Haverton Hill

of silica to be carried. Jay Pee also has a yard at Downiebrae Road, Rutherglen, near Glasgow, where one B-licensed vehicle is stationed. Arrangements are being made for this yard to be covered in at an early date.

Collingwood and Merseyside are exceptional among the companies in the Greenwood group in that the previous owners, for various reasons, are no longer connected with the business. Mr. Currall remains as the manager.

Collingwood, whose main premises are in Collingwood Street, off Scotland Road, Liverpool, operate 18 vehicles, nearly all of them articulated. Daily traffic is run between Liverpool and Hull, with journeys as required to Newcastle upon Tyne. The company has offices in both Hull and Newcastle.

Miller and Gordon (which is a bonded carrier) has an unusual history. The Miller family were shipbrokers who took an interest in local cartage in the 1920s, and in 1934 founded Miller and Co. (London and Liverpool), Ltd. This concern was nationalized in 1948. Gordon and Son (Stakeford), Ltd., were originally bus owners at Choppington, Northumberland, who began in haulage by delivering cable which had been delivered by rail from Prescot to Newcastle.

Road, Stockton. A depot so located is, of course, in an excellent position to serve both the huge chemical works at Billingham and Wilton, and the steel works along the south bank of the Tees. The site covers about an acre, of which only a seventh has been developed. A building 160 ft. by 40 ft. has been erected to serve as offices, repair shop for day-to-day maintenance and warehouse. The offices have been built with underfloor heating and a loading deck has been constructed in the warehouse. Washing and toilet facilities with a rest room have been provided for visiting drivers. Miller and Gordon has its own London depot in Druid Street, Bermondsey.

(Continued on page 27)



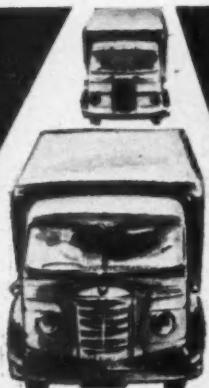
*(Above) A Jay Pee Foden articulated outfit being loaded by a fork-lift truck with drums of chemicals in a factory at Warrington.*



*(Left) A Guy articulated unit, which has been brought to the Liverpool depot of Miller and Gordon, Ltd., by a trunk driver and is being sent out for local delivery of drums with a shunt driver.*

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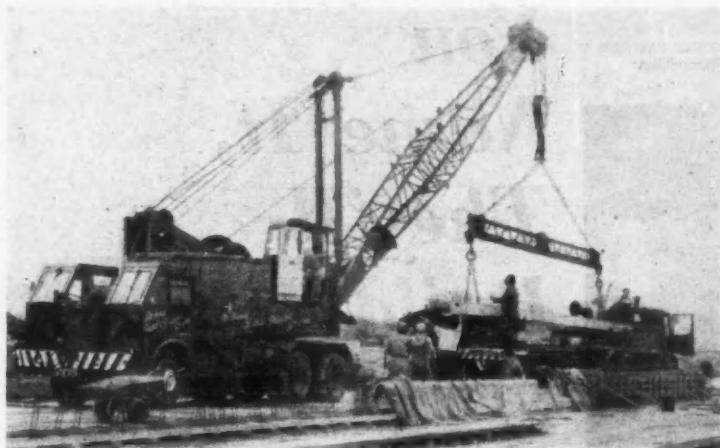
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*Operated by St. Ives Sand and Gravel, this eight-wheeled A.E.C. with a bogie extension is being loaded with prestressed concrete beams by a 25-ton Coles crane mounted on a Foden chassis.*

From what has been said, so far, the general pattern of routeing will have emerged. As mentioned, Greenwoods (Ramsey), while mainly concerned in the Huntingdonshire-London traffic, is also involved in Hunts-Lancs and Lancs-Hunts moves. For these services it has its own shunters at Warrington. Jay Pee operates Warrington-Glasgow and Warrington-London. Where artics are used in the Scottish service the tractors are changed over at Hesket, between Penrith and Carlisle. Miller and Gordon works a triangle, Liverpool-London-Stockton-Liverpool. Collingwood, with its own connections, satisfactorily fits in with the general working of the group.

Jay Pee has a useful interworking arrangement with Cables Montagu, Ltd., of Greenwich, so that it now has a double service to London—one to Kerry Road and one to Greenwich. The service to Greenwich is worked by artics, interchanging tractors at Coventry, so that one may see a Jay Pee tractor with a Cables Montagu trailer and vice versa. The Kerry Road service is worked by either Jay Pee or Greenwood vehicles. Another interesting Jay Pee joint service is Glasgow-Cardiff, where the other partner is Ross Garages. In this case tractors are exchanged at Ludlow.

#### Future Group Plan

The future operating plan is clearly towards increasing articulation in the group and, since it is a tonnage carrier and not a smalls organization, tandem trailers are likely to be favoured so that maximum weight can be carried. Already couplings have been standardized.

Thoughts are turning towards the possibility of a trailer pool, which would include special purpose trailers, for which a single company on its own might not have an everyday demand.

As will have been noted, the group has friendly links with other carriers and this particularly applies to fellow-members of Transport Association, of which Mr. Greenwood and Mr. Burgess were among the founders, both being past chairmen.

Members of the association assist one another with traffic, and have an agreement to go to the rescue should a fellow-member's vehicle break down in their territory.

*Several tippers in the Jay Pee fleet, as shown on this Foden, have their sides constructed to drop inwards so that a floor is formed on which 12 pallets of soap powder cartons can be loaded.*

Although it is rather outside the scope of this article, one cannot leave the Greenwood enterprise without brief reference to the other half of the business. St. Ives Sand and Gravel Co., Ltd. controls companies in South Wales, the eastern counties and the London area, and altogether owns or has working rights over about 1,000 acres of sand-and-gravel-bearing land.

It has ready-mixed concrete plants at St. Ives, Peterborough, March, Stevenage and Pontypridd. Prestressed and post-tensioned concrete beams are regularly manufactured in the company's concrete works, in addition to bricks, blocks, kerbs and paving slabs. Beams for bridges and frames for factories and houses are also manufactured.

#### Breaking Up Runways

Considerable trade is also done in supplying crushed concrete, which is obtained by breaking up disused aerodrome runways by dropping heavy weights on them, digging out the material and then putting it through a mobile crusher to reduce it to the size required. The company also turns out millions of coloured concrete bricks under the trade name of Dunbrik.

Vehicles of all types in the Sand and Gravel and subsidiary companies' fleets well exceed 200. There are some 35 ready-mixers, 10 eight- and four-wheeled flats, six artics, and the remainder (apart from a few light vans and two single-deck staff buses) are practically all eight-wheeled tippers.

#### Vehicles Constantly Reviewed

In order that the whole fleet is kept in peak economical condition, all vehicles are kept under constant review for replacement. Such a policy ensures that the workshops can be designed to deal mainly with running repairs, rather than being planned for extensive major overhauls and rebuilds with all that that entails.

In view of the continued expansion of the group the present central workshops at Fenstanton are not large enough to meet requirements, and an additional new building, 210 ft. long and 75 ft. wide, together with several smaller buildings, is at present being constructed by the group.



*The A.E.C. Park Royal Bridgemaster combines forward engine layout with such features as integral construction, low floor line and independent front suspension. This front-entrance example is operated by the Sheffield Joint Omnibus Committee.*



WITH the imminence of 36-ft. long vehicles, the layout of British buses is in a state of flux—a state, I would add, it seems to have been in for some years. There have for many years been minorities of design which departed from the generally accepted standards of the time, but not since the earliest days does there seem to have been so much divergence of opinion. Engines are to be found in the traditional position at the front, below the floor, or at the rear. Entrances are also divided between front, midships and rear positions.

Substantial numbers of vehicles with each of these alternatives are at present in course of delivery. Increasing the variety further, quite a large proportion of operators continues to prefer double-deckers of about 27-ft. overall length, rather than the 30-ft. permitted since 1956.

The single-deck position is much simpler, with the underfloor-engined vehicle almost universal, apart from those built on chassis having much in common with mass-produced goods



Amongst the B.T.C.-owned Tilling companies the forward entrance is now widely accepted. In quite a number of cases, however, the 27-ft. length continues to be favoured, as exemplified by Brighton, Hove and District, one of whose Bristol Lodekkas is seen here.

D14

## You Name It, They'll Build It

by John Clare

models. The front entrance is also very much in the majority in this case. Now, however, a new variation will soon be with us when the 36-ft. long by 8-ft. 2½-in. wide vehicles begin to appear on the roads. At present the 30-ft. length is standard for single-deckers in almost all fleets, but it seems doubtful whether there could be similar unanimity in the merits of 36-ft. vehicles for all types of service.

Will the bus of the future generally become standardized on two or three basic layouts and, if so, which? To find this out was obviously one intention of Mr. John McHugh, when he gave his paper to the Public Transport Association Conference in May, last.

It seems clear that there are at present considerable variations in opinion as to the merits of different layouts. There is certainly no wholesale swing, as there was in the early 'fifties when underfloor-engined chassis became the accepted type for maximum capacity single-deckers.

The arguments for and against replacing double-deckers by single-deckers or vice versa have raged for at least 30 years.



By 1953 the underfloor-engined front-entrance single-decker had become well established. By 1957, when this Leyland Tiger Cub entered service for North Western, the basic present-day design was virtually universal.

The prospect of being allowed to operate 36-ft. long single-deckers has raised the subject once again, and it is being claimed in some quarters that this could bring about widespread replacement, at any rate, of 27-ft. double-deckers.

It is evident that the maximum seating capacity of a 36-ft. single-decker will be 53 or 55 unless the idea of having rows of seats accommodating three on one side of the gangway and two on the other were adopted. In terms of seating capacity, therefore, the 36-ft. single-decker will barely be able to replace a modern 27-ft. double-decker seating at least 60.

It follows that the long single-decker would apparently have to sacrifice some seating capacity in order to allow room for more standing passengers if it were to be able to compete with even a 27-ft. double-decker. The latter can carry up to 73 passengers, including five or eight standing, and it seems unlikely that a 36-ft. single-decker could improve on this appreciably, even if a relatively large proportion of standing

*British Bus Operators are Trying Practically Every Permutation of Body—To What End?*



(Left) This Daimler CVG6LX-30 entered the service of Leeds City Transport in 1959 and, in this photograph, demonstrates the ease of simultaneous loading given by the open rear platform. (Above) This 1951 Bristol LL5G of Hants and Dorset is representative of the 30-ft long forward-engined single-deckers.

passengers were to be carried. The latter implies a reduction in comfort which, quite apart from other questions, is liable to encourage potential passengers to seek other means of transport. Certainly the passenger faced with a much worse chance of obtaining a seat will not be likely to favour the disappearance of double-deckers.

In many towns and cities the added length would bring its own problems. The extra road space involved would be quite appreciable. If London Transport were to replace their present fleet of 6,000 double-deckers, which, on average, are less than 27 ft. long, by 36-ft. single-deckers, the additional road space occupied would be equivalent to a column of vehicles some 10 miles long! Difficulties would arise at stops, since three buses would take up as much space as four had previously done, while a 33 per cent. increase in garage space would be needed.

On the other hand, there may be some saving of cost compared to a double-decker although it remains to be seen whether this is appreciable or not. Weight does not seem likely to differ greatly between the two types of vehicle, provided they are of equivalent standards of construction, and hence running costs are not likely to be much affected.

#### High-speed Service

High-speed operation on motorways is a type of service for which the long single-decker would be ideally suited, but it must be remembered that it seems likely to be some time before many journeys can be run entirely on a motorway.

It seems doubtful, to say the least, whether even the 27-ft. double-decker is likely to be replaced on a widespread basis in the foreseeable future. The 30-ft. double-decker, with its capacity of about 80 passengers, all but five or eight of whom are seated, seems safe from serious challenge under the conditions for which it has proved suitable.

It is interesting to note, however, that quite a number of operators still have a definite preference for the double-decker with a length of about 27 ft., despite the extension of the legal limit for this dimension to 30 ft. five years ago. Not only is this found among many of the smaller municipalities, where in some cases narrow streets and awkward corners may be expected to have an influence, but also among a wide cross-section of other operators. Another sizeable group has, sometimes after experience of maximum-capacity vehicles seating up to 78 passengers, standardized on vehicles seating about 70 to 73 on 30-ft.-long versions of forward-engined chassis, often of orthodox rather than low-floor type.

Of the largest municipalities, Birmingham is experimenting with rear-engined buses comprising 10 Daimler Fleetlines and

10 Leyland Atlanteans which are to seat 72, and on which it is proposed to carry no standing passengers, while Glasgow is at present placing a large fleet of 72-seaters on orthodox forward-engined A.E.C. Regent and Leyland Titan chassis in service. Liverpool has, however, ordered 200 rear-engined Atlanteans after experimental running of three varying prototypes. Manchester, on the other hand, has reverted to rear-entrance 65-seaters on orthodox Daimler forward-engined chassis for their latest fleet of 50 double-deckers, after experience of a batch of 77-seaters on rear-engined chassis.

Much the same variation is to be found elsewhere. The B.E.T. group has generally accepted the 30-ft. double-decker as standard, but although several companies have wholeheartedly gone in for rear-engined vehicles seating up to 78, others evidently favour forward-engined chassis. At least one operator, City of Oxford Motor Services, Ltd., has reverted to 27-ft. double-deckers for the most recent batches, after experience of the 30-ft. variety. The B.T.C.-owned undertakings have, so far as is known, not put any vehicles seating more than 72 into service.

The London Transport preference for what might be termed the traditional double-decker, with moderate length, forward engine and rear entrance is well known, although it will be interesting to see whether the experimental batch of 30-ft.-long



Among the best-known designs to make a break with traditional layout is the rear-engined 30-ft. long Leyland Atlantean. This 77-seat vehicle entered service with Plymouth Corporation last year.

72-seat Routemasters will lead to a change in this, perhaps for certain more intensive routes.

The B.T.C. companies standardize on Bristol-E.C.W. vehicles, but it is interesting to note that by no means all have changed over from the 27-ft. to the 30-ft.-long version of the Lodekka and, of those who have, at least two concerns are continuing to take delivery of further 27-ft. 60-seat models.

Much the same situation is to be found in Scotland, where the majority of the companies in the Scottish Omnibuses Group continue to standardize on 27-ft.-long forward-engined rear-entrance double-deckers.

Municipal operators in general are as divided as the largest examples already mentioned. Some (such as Sheffield, Wallasey and Plymouth) have received the rear-engined 77- or 78-seater enthusiastically, the first named having recently specifically excluded other types when inviting tenders. Others (and probably, as yet, the majority), sometimes after experience of very large buses, have decided that more orthodox vehicles having one or more of the traditional features of a British double-decker, such as forward engine, moderate length, orthodox chassis height and rear entrance, suit their conditions best. Leeds, for example, has recently ordered 30 forward-engined A.E.C., Daimler and Leyland 30-ft. chassis, all but five of which are to have rear entrances.

It seems evident that the "classic" type of British double-decker has a greater appeal than its critics realized. Inevitably those who favour something different tend to monopolize the publicity, but it seems evident that the balance of favour is by no means all on one side.



*Several fleets have vehicles similar to this A.E.C. Regent V with a forward-entrance body on an orthodox chassis.*

Many drivers consider that the obstruction to their vision towards the nearside caused by the presence of either conductor or passengers about to alight is one of the greatest drawbacks of vehicles with entrances at the extreme front. This obstruction may be tolerated on single-deckers generally used on less intensive services, but is bound to be more of a problem on double-deckers by virtue of the type of route generally worked. There is, of course, the greater ease of supervision of loading and unloading by the driver. This is obviously true but should not, I feel, be over-emphasized. From a time point of view all that can be saved is the occasional second or so when the conductor of a rear-entrance bus may be a little slow.

In addition, front-entrance double-deckers are, because of inherent differences in vehicle layout, almost invariably slower loading than their rear-entrance equivalents. On vehicles with the entrance ahead of the front wheels the difficulty is the fact that both upper- and lower-deck passengers must cross the space between the driver's cab on the offside and the nearside front wheel arch. It barely seems practicable, without an undesirable increase of front overhang, to make this wide enough to allow more than one stream of passengers to cross it at once. This means that loading or unloading can only proceed at the pace at which a single file of passengers can traverse this bottleneck. The new Liverpool Leyland Atlantean appears to be the first design of this layout to show evidence of serious thought being given to this problem.

D16

When a relatively orthodox forward-engined double-decker is fitted with an entrance immediately behind the front wheels the "bottleneck" problem need not arise, although it does on some existing designs. On orthodox chassis it is necessary, however, to have at least two steps from kerb to platform level and even on low-floor models it is virtually impossible to achieve as simple an entry as is normal on a rear-entrance bus. This is because the chassis or floor framing is, for structural reasons, required to be deeper between the axles than under either the rear, or for that matter, the front overhang. Two steps in quick succession are much more difficult for children or infirm passengers to negotiate than those that can be taken one at a time.

Another feature making for safety and convenience, usually found only on a rear-entrance bus, is the staircase arranged to rise towards the front. This has the advantage that an emergency brake application tends to cause anyone on the stairs to fall *up* the stairs. Walsall Corporation has shown that a forward-rising staircase can be fitted to a front-entrance double-decker although so far only at some cost in the free, independent flow of passengers to the two decks.

The ability to provide centre-gangway seating on both decks within a height of about 13 ft. 6 in. is of obvious value in fleets where an appreciable proportion of the routes are affected by low bridges. Whether the mechanical complication of the extra gearing required at some point in the transmission line is justifiable in other cases is possibly debatable. It might, however, be considered desirable from a production viewpoint, to allow one type of double-decker to be made for use in all circumstances where such vehicles could be employed.

#### FUTURE STANDARD

No single layout that has appeared so far seems to combine a sufficiently overwhelming majority of advantages clearly to indicate it as the future standard for British double-deckers. Single-deckers, on the other hand, do not, in my view, seem likely to be able to become as universal as they are in most other countries, where the number of buses in relation to the population is generally less and roads are better suited to the operation of long vehicles. It seems very probable that two lengths of both single- and double-deck vehicles will have to be offered for use in Britain for some time to come.

The manufacturer who can first solve the problem of combining sufficient of the advantages of each of the various existing types of double-decker with as few of their various disadvantages as possible would undoubtedly be in a commanding position. As far as intensive urban operation is concerned, the key feature could well be rapid loading and unloading, provided that no appreciable sacrifice of operating economy or passenger comfort were made.

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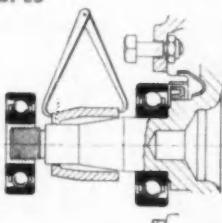
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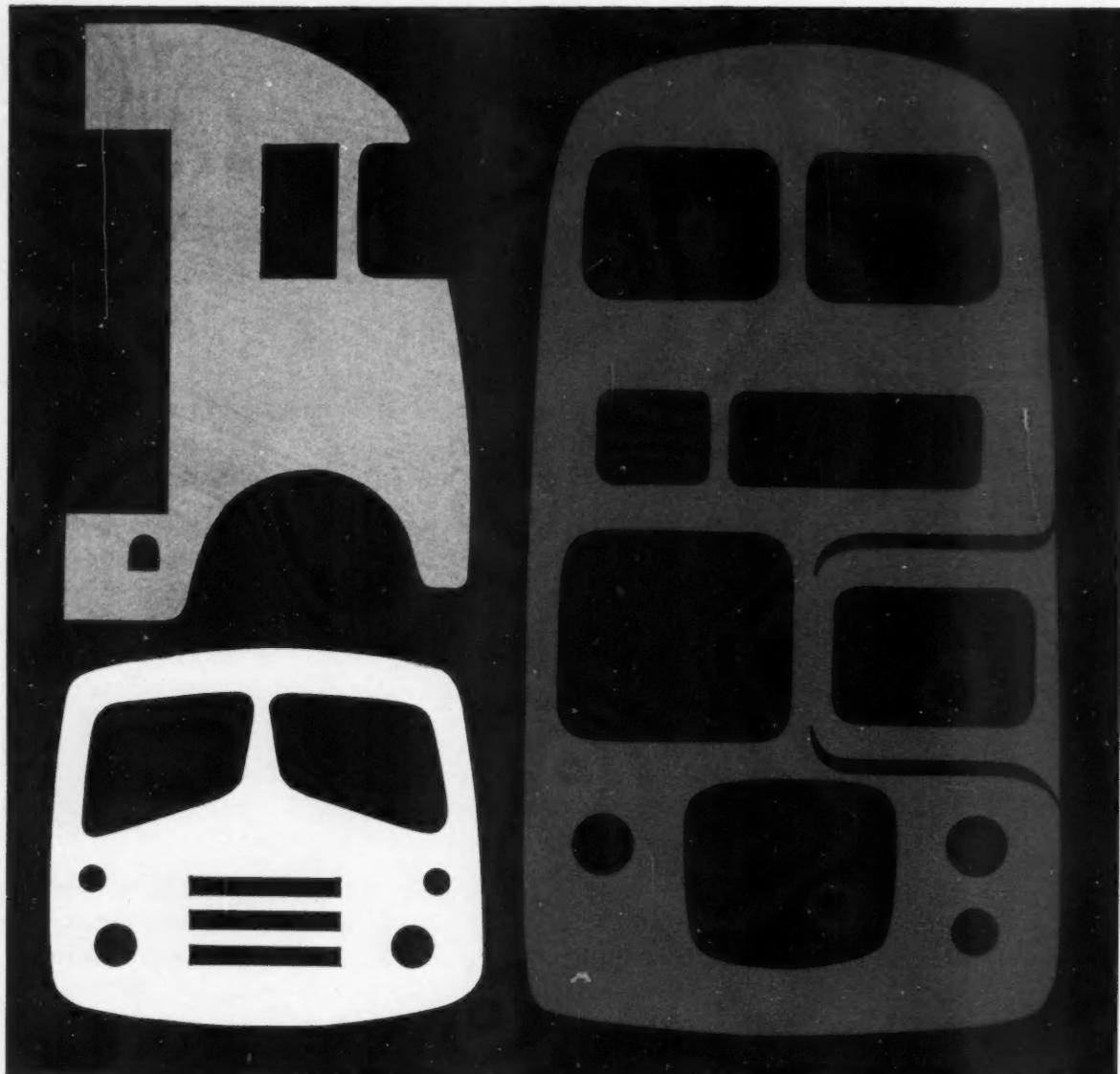
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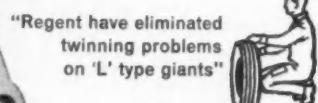
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Planning for Profit

# Costing Interpretations

*Whilst Operators Should Strive for the Utmost Accuracy When Recording Expenditure, Correct Assessment of the Ultimate Results is Equally Important*

THE results obtained from costing the operation of commercial vehicles can serve several purposes. Before entering into the transport industry prudent would-be operators will endeavour to estimate their likely costs so as to form a basis on which to quote charges to prospective customers. Many inquiries from readers confirm this, and often contain optimistic forecasts as to what they consider would be their probable costs which, in practice, will almost certainly prove unobtainable or, at best, of short duration.

But even when would-be entrants into the industry appreciate that many long-established operators have based their success on a judicious balance between competitive quotations and sound costing there remains the obvious disadvantage that they have had no practical experience of running their own vehicles and consequently no data on which to base accurate forecasts. On these occasions the existence of "The Commercial Motor" Tables of Operating Costs can prove invaluable by providing an interim standard on which to base these early estimates. Later, sufficient data peculiar to each operator's own particular circumstances can be accumulated and adjustments to estimates then made when it is considered advisable.

IN contrast, the established haulier or public service vehicle operator will have had the opportunity to acquire a substantial amount of information relative to the expenditure incurred in the operation of his vehicles. From time to time, adjustments will no doubt have been necessary on account of price changes, wage adjustments and for similar reasons. Additionally, with increasing experience, the margin between initial estimates and actual expenditure incurred should be steadily reduced. Also, the range of vehicles for which costings are available will increase for each operator correspondingly with the growth of his fleet.

Despite this accumulation of costing data, however, there will nevertheless be occasions when even an experienced operator or ancillary user may wish to have an impartial yardstick by which to measure, at regular intervals, the standard of efficiency achieved by his fleet. Alternatively, the possibility of carrying new traffic may necessitate submitting quotations involving the use of types or sizes of vehicles not previously operated. In both sets of circumstances the existence of "The Commercial Motor" Tables of Operating Costs can prove of a substantial assistance to operators.

TO obtain the maximum benefit from the use of these Tables, however, it is necessary to appreciate fully the principles on which such costings are based. Additionally, practical experience of transport operation is essential if correct interpretation and emphasis is to be given to the results obtained from costings.

From 50 years' experience in publishing operating costs, it has been found convenient in both "The Commercial Motor" Tables and this series of articles, to break down the total direct costs of operating a commercial vehicle into two main groups, termed "Standing Costs" and "Running Costs." The first group is further subdivided into five items, namely, licences, wages, rent and rates, insurance and interest. Similarly, running costs consist of a further five items—fuel, lubricants, tyres, maintenance, and depreciation.

This basic division into two main groups reflects the two functional aspects of commercial vehicle operation, namely, whether they are stationary or moving. The significance of this division relative to total costs is especially pertinent under the prevailing conditions of increasing traffic delays and restrictions and, in consequence, greater non-productive standing time. This, in turn, results in less vehicle usage compared with what

was originally planned. Alternatively, if the amount of work originally scheduled is nevertheless to be accomplished, additional time must be allowed. In either case the cost per mile—and ultimately the cost per unit delivered—must increase.

Although the division of total operating costs into the 10 items of expenditure just enumerated has proved convenient for many years, it must always be remembered when dealing with problems relating to the cost of running vehicles, that any such division must be—at least to some extent—arbitrary. Several of the items are, in fact, inter-related so that adjustment of any one may have repercussions on others. If this is not fully appreciated, disappointment could result if some saving, both planned and achieved, relative to one or more items of expenditure were balanced out by unexpected increases in other directions.

Similarly, whilst the terms used to describe these 10 items of cost are generally understood, they could prove misleading if taken too literally. For example, the expression "Standing Costs" is meant to describe expenditure incurred on a vehicle throughout the period it is in the operator's possession. It follows from this that this term is a slight misnomer as expenditure continues on the five items in this group, whether the vehicle is standing or running.

In contrast, the expression "Running Costs" describes precisely the expenditure to which it refers and which does, in fact, vary directly in relation to mileage run, with only minor exceptions in a limited number of circumstances.

By combining standing and running costs into total operating costs a significant factor arises relative to the variation in the total operating cost per mile as mileage increases or decreases. Because the total standing cost per year, per week or per hour as the case may be is a fixed amount, it follows that as the mileage increases the standing cost per mile will decrease. Running costs per mile, however, with possibly only minor exceptions, remain the same.

As a result, total operating costs per mile become lower as the mileage increases, though not at the same rate as the standing cost per mile is reduced at similar mileages. Full



*This Atkinson L.1786XA eight-wheeled upper was supplied to Messrs. John O'Neill in Dublin for Molloy's of Dublin (Fuel merchants). It is fitted with a Gardner 6LX engine, 6-speed gearbox, double reduction rear axles and air-pressure braking.*

appreciation of this aspect of costing is vital to successful operation, since it is the essence of overall profitability. Not only does the maximum use of vehicles imply increased revenue, because of the greater amount of traffic carried but, simultaneously, the operating cost per mile is reduced. It then follows that overall the rate of profitability is higher.

As an example of the relative proportion of these 10 items of operating costs, I now give current costings of two popular types of vehicles, namely, a 5-ton petrol-engined goods vehicle and a 13-ton rigid oiler.

Dealing first with the smaller vehicle, it will be assumed that the initial outlay is around £1,090. An unladen weight of 2 tons 12 cwt. would incur an annual licence duty of £39, or the equivalent of 16s. 5d. a week. This is on the basis of a 50-week year to allow for two weeks per annum when the vehicle may be off the road on account of major overhaul or the driver's annual holiday.

Wages are reckoned to cost the operator £9 14s. 10d. a 44-hour week. This is based on the current Road Haulage Wages Regulation R.H.(70) as applicable to vehicles based in Grade I areas. The amount includes allowances for employers' contributions to both the new Graduated Pension and National Insurance and voluntary employers' indemnity insurance, whilst an appropriate adjustment is made to include the cost of holidays with pay.

Rent and rates in respect of garaging the vehicle are nominally assessed at 11s. 10d. a week, whilst vehicle insurance adds the equivalent of £2 0s. 1d. a week. This amount is calculated on the basis of an annual premium of £100 4s., as applicable to A-licence operation in Grade I areas.

Interest charged at a rate of 5 per cent. on the initial outlay of £1,090 would cost £1 1s. 9d. a week. The total for these five items of standing costs would, therefore, be £14 4s. 11d. Assuming that this 5-tonner averaged 400 miles a week, the corresponding standing cost per mile would be 8.55d.

**I**N contrast to standing costs, which in this instance are calculated on a weekly basis, running costs are initially worked out as a cost per mile. Assuming that petrol was purchased in bulk by this particular operator at 3s. 10d. a gallon and that an average rate of consumption of 12 m.p.g. was maintained, the fuel cost per mile would be 3.83d. Lubricants add 0.22d. a mile.

Assuming a set of tyres for this vehicle costs £158 and that a life of 30,000 miles per set is achieved, the tyre cost per mile would be 1.26d. Maintenance is reckoned to cost 2.56d. a mile, inclusive of washing, servicing and major repairs.

In order to obtain the balance to be written off as depreciation, it is first necessary to deduct the equivalent cost of the original set of tyres from the initial price of the vehicle. Having made a further deduction in respect of the estimated residual value the resulting balance of £823 is divided by the appropriate figure of the estimated mileage life of the vehicle, which in this instance is 150,000. This gives a depreciation cost per mile of 1.32d. The addition of these five items gives a total running cost per mile of 9.19d. which, when added to the standing cost of 8.55d., gives a total operating cost per mile of 17.74d.

With a weekly mileage of 400, the corresponding running costs per week would be: fuel, £6 7s. 8d.; lubricants, 7s. 4d.; tyres, £2 2s.; maintenance, £4 5s. 4d.; and depreciation, £2 4s.; total, £15 6s. 4d. Added to the standing costs, this gives a total cost of £29 11s. 3d., when averaging 400 miles a week with this 5-tonner.

It will be noted that, even when the driver is paid only for a basic week of 44 hours, as at present applies, the proportion of the amount paid in wages per week relative to the total operating cost is 32.95 per cent. Fuel accounts for 21.59 per cent., so that these two items together amount to more than half the operating cost.

It will be assumed that the example chosen as the 13-ton oiler is in the quality-produced class, resulting in an initial outlay of £4,030. The unladen weight is reckoned at 6 ton 15 cwt., with a corresponding annual licence duty of £126. Again on the basis of a 50-week year, this gives an equivalent standing cost per week of £2 11s. 3d.

Reckoning wages as before but, of course, in the appropriately higher weight category, the weekly cost will amount to £10 9s. 9d.. again assuming a basic 44 hours. As explained

previously in this series, it is appreciated that the amount payable for a 44-hour week will not in practice be correct when high mileages are averaged. But it is impracticable to devise an acceptable formula to average out hours worked as mileage increases in hypothetical examples such as this. It is, therefore, arbitrarily assumed that when overtime is worked the increase in wages will be offset by the absence of the remaining four standing costs.

In proportion to the size of this vehicle, the cost of rent and rates in respect of garaging is increased to 14s. 1d. a week. Because of the increased initial outlay and additional carrying capacity, the appropriate annual insurance premium will now amount to £193, or the equivalent of £3 17s. 2d. a week. Interest charges are correspondingly increased to £4 0s. 7d., giving a total standing cost of £21 12s. 10d. a week. This larger vehicle could reasonably be expected to average around 800 miles a week, and if this were the case the standing cost per mile would be 6.49d. It is significant to note that, despite an initial outlay of nearly four times that of the 5-tonner, this standing cost per mile is substantially less than for the corresponding estimate for the smaller vehicle, due entirely to the higher weekly mileage achieved.

**I**T will be assumed that fuel oil costs 3s. 10d. a gallon and that a rate of fuel consumption of 10 m.p.g. is maintained. A resulting fuel cost per mile of 4.68d. is then obtained. The cost of lubricants is increased to 0.27d. a mile, whilst tyres now cost 2.12d. a mile. This estimate is based on a cost of £353 and an average mileage life of 40,000 per set. Maintenance is reckoned to cost 2.94d. a mile.

Adopting the same method as before, the depreciation cost per mile for this larger vehicle is estimated to be 2.61d. on the basis of an assumed vehicle life of 300,000 miles.

The total running cost per mile is, therefore, 12.62d., giving an operating cost per mile of 19.11d. Corresponding running costs per week—when averaging 800 miles—are: Fuel, £15 12s.; lubricants, 18s.; tyres, £7 1s. 4d.; maintenance, £9 16s.; and depreciation, £8 14s.; total, £42 1s. 4d. This gives a total operating cost per week of £63 14s. 2d.

Despite the higher mileage as compared with the 5-tonner (with a resulting increase in the consumption of fuel), this item, in terms of percentage, is only fractionally higher, namely, 24.49 per cent., as against 21.59 per cent. The effect of variations in weekly mileages is even more strikingly shown when applied to the total operating cost per mile. As already calculated, this cost amounts to 17.74d. when the 5-tonner averages 400 miles a week. It increases to 27.55d. a mile if only 200 miles a week are run. Alternatively, it is reduced to 14.72d. when the weekly average mileage is increased to 600.

Corresponding variations in the weekly mileage averaged by the 13-tonner give operating costs per mile of 21.50d. at 600 miles a week, or 17.81d. at 1,000 miles a week. This latter figure, it will be noticed, is only fractionally higher than the operating cost per mile for the 5-tonner when this smaller vehicle is averaging 400 miles a week.

S.B.



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**1957** AUSTIN 152 J2-type 1500 pick-up truck, 33,000 miles, one owner, recently repainted, good tyres all round, ready for work. £250. Riverside 998 or 777. 920-194

**DAWNER MOTORS LTD.**

EWELL BY-PASS, SURREY.

Phone: Ewell 2382.

NEW AUSTIN 30-cwt. drop-side truck, immediate delivery.

NEW AUSTIN 19-cwt. omnibus, immediate delivery.

**1960** A55 10-cwt. pick-up, heater, low mileage, immaculate £385.

**1960** AUSTIN 15-cwt. van, heater, £325.

920-308

1952 Arctic prime mover, fitted with R6 diesel, in very good condition, this vehicle has been well serviced and maintained by a large company, £225.

**W. J. REYNOLDS (MOTORS) LTD.**, 643 Eastern Avenue, Ilford, Essex. Valentine 1155. 920-281

811

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**Used Goods Vehicles (contd.)**

**MARSTON MOTOR CO. LTD.**

SEVEN SISTERS ROAD,  
TOTTENHAM, LONDON, N.15.  
Phone Stamford Hill 8000.

MAIN RETAIL DEALERS FOR AUSTIN COMMERCIAL VEHICLES AND SOLE DISTRIBUTORS FOR THORNYCROFT COMMERCIAL VEHICLES FOR LONDON AND HOME COUNTIES NORTH OF THE THAMES.

OFFER FROM STOCK:

**NEW LUTON VANS FOR IMMEDIATE DELIVERY**

NEW AUSTIN new-type 30-cwt. diesel, 500-cu.-ft. Luton van in primer.

NEW AUSTIN 5-ton 1,700-cu.-ft. diesel Luton van.

NEW AUSTIN 3-ton normal-control drop-side truck.

NEW AUSTIN 3.4 10-12-cwt. van.

1956 AUSTIN 3-ton forward-control 1,500-cu.-ft. Luton van, body rebuilt and in primer, choice of two, £595.

1956 AUSTIN 7-ton long-wheelbase drop-side truck, 2-speed axle, reconditioned engine 25,000 miles ago, £475.

1956 AUSTIN long-wheelbase tipper, B.M.C. diesel engine, new tyres, £295.

1953-54 AUSTIN A40 box vans, clean, smart, good tyres from £100-£130.

1959 AUSTIN 15-cwt. van with spare wheel and rear roller shutter, one owner, £245. Frys of Lewisham, S.E.13. Lee 9111.

AUSTIN, 1955. Luton van, 5 ton, P6 engine, 780-cu.-ft., ex C-licence operator, excellent tyres, £325.

D. EASTWOOD (COMMERCIALS), 27 Aston Road North, Birmingham, 6. Ast 3467.

**BEDFORD**

**CARMO OF LONDON**

**BEDFORD IS THE BACKBONE**

EARLY DELIVERY ALL NEW BEDFORDS

1957 BEDFORD 3-ton diesel trucks, excellent selection.

1956 BEDFORD 5-ton tipper.

1958 BEDFORD Utilitrac.

1958-60 BEDFORD Workbus, choice of several top-class vehicles.

**LARGE SELECTION OF CA VANS FROM £100.**

OTHER MAKES AND MODELS ALWAYS AVAILABLE

BACKED BY UNEQUALLED SERVICE AND SPARES FACILITIES

BEDFORD RECONDITIONED ENGINES FROM STOCK

NEW 1K MODEL AVAILABLE FOR DEMONSTRATION

WRITE, PHONE OR VISIT

**THE BEDFORD CENTRE**

LEIGHTON ROAD,  
LONDON, N.W.5

Gulliver 5555

920-127

**ORMSKIRK MOTORS, LTD.**

MAIN VAUXHALL, BEDFORD DEALERS.

NEW BEDFORD 7-ton J-model tipper, standard Bedford body, 2-speed axle, 9.00 x 20 tyres.

NEW BEDFORD 7-ton TK tipper, 5-speed gearbox, diesel engine.

NEW BEDFORD 4-ton TK with Luton van body in aluminium, diesel engine.

NEW 7-ton TK BEDFORD chassis-cab 167-in. wheelbase, 2-speed\* axle, 9.00 x 20 tyres.

QUALITY used BEDFORDS.

1960 BEDFORD 8-ton tractor, diesel, 2-speed axle, Scammell coupling, cost over £1,300 new, no part-exchanges, our price £590.

1960, June, BEDFORD 10-ton tractor unit, 22,000 miles, 2-speed, S.A.E. coupling, 8.25 x 20 tyres, £825.

23-FT. Scammell trailer, 9.00 x 20 tyres, £340.

1959 BEDFORD 7-tonner, normal-control cab, 2-speed axle, diesel, Baico extension giving platform length to 14 ft. cost £1,200 new, one owner, one driver, from new, our price £675.

1956 BEDFORD 5-ton petrol engine, Baico extension to 19 ft. platform, one C-licence operator, only £275.

1956 BEDFORD 5-ton, P6 diesel, flat platform, one owner, recently repainted, £275.

1956 BEDFORD 5-ton platform vehicle, P6 diesel, very clean for year, £225.

**COUNTY ROAD,**

**ORMSKIRK.**

Phone, Ormskirk 2551-2-3

920-252

**Used Goods Vehicles (contd.)**

**LAWSON PIGOTT MOTORS, LTD.**

MAIN BEDFORD DEALERS

**BEDFORDS ARE OUR BUSINESS**

BOXVANS Luton vans, pantechnicons, tippers, trucks and articulated vehicles. Special bodywork—composite or aluminium alloy.

WE can usually give a favourable delivery and at the right price. For quality in workmanship, service and satisfaction you can rely on us. For recommendation we rely on you.

NEW BEDFORDS for immediate delivery

NEW BEDFORD 4-ton normal-control chassis-cab, diesel

NEW BEDFORD TK 7-ton short-wheelbase chassis-cab, diesel

NEW BEDFORD TK 7-ton short-wheelbase tipper

NEW BEDFORD TK 7-ton long-wheelbase chassis-cab

NEW BEDFORD 12-ton tractor unit, diesel

NEW BEDFORD 10-12 and 15-cwt. short- and long-wheelbase vans

NEW BEDFORD 12-seater conversions, most models available

1954 BEDFORD 7-ton truck, petrol, choice of two, £125 each.

1958 7-ton, body, £695

PART-EXCHANGES! Certainly! Hire-purchase terms

SALES STAFF IN ATTENDANCE UNTIL 5 P.M. SATURDAYS

PHONE, BARNEI 1066.

**186 EAST BARNET ROAD**

NEW BARNEI

320 KING STREET, HAMMERSMITH

LONDON, W.6.

PHONE, RIVERSIDE 4111. 920-123

**PARSONS AND PARSONS (GARAGES), LTD.**

THE BEDFORD MAIN DEALERS

FOR YOUR

**NEW OR USED BEDFORD.**

BACKED BY SEVEN DAYS A WEEK AFTER-SALES SERVICE, OFFER SUBJECT TO REMAINING UNSOLD, THE FOLLOWING:—

**NEW BEDFORDS**

NEW BEDFORD 10-cwt. J.O.P. pick-up.

NEW BEDFORD 15-cwt. utility Busette, green and grey.

NEW BEDFORD 15-cwt. Calthorpe caravan, blue and cream.

7-TON TK, 167-in. wheelbase, 300 cu. in. diesel, chassis-cab, 8.25 x 20 Michelin X tyres, 3-piece wheels.

NEW BEDFORD 12-ton forward-control tractor, 350 diesel, 5-speed gearbox, vacuum brakes, no hitch.

**USED BEDFORDS**

1960 BEDFORD Marshall utility Busette CAS, £550.

1959 (Late) BEDFORD 7-ton, 300 diesel, fitted Baico extension, special 21-ft. flat platform body, headboard to cab height, £800, choice of two.

1956 BEDFORD 7-ton platform diesel, £425.

1956 BEDFORD 10-ton tractor unit, diesel, £500.

1954 Model BEDFORD 5-ton Luton, diesel, £350.

1955-57 BEDFORD 15-cwt. CA vans, from £195; choice of four.

1955 BEDFORD 30-cwt. boxvan, petrol, £300.

1956 BEDFORD 30-cwt. Spurling van, £250.

**PARSONS AND PARSONS (GARAGES), LTD.**

HARLOW, ESSEX.

Phone, Potter Street 121. 920-190

**CAPITAL MOTOR CO., LTD.**

REMINGTON STREET,

CITY ROAD, LONDON, N.1

Phone, Clerkenwell 7456

BEDFORD MAIN DEALERS

NEW BEDFORD 15-cwt. 90-in. and 102-in. wheelbase

NEW BEDFORD 15-cwt. 102-in. wheelbase and 90-in. wheelbase petrol vans, immediate delivery

NEW BEDFORD 8-ton tractor unit, immediate delivery

NEW BEDFORD 12-ton tractor unit, 350 cu. in. engine, early delivery

NEW BEDFORD 4-ton TK drop-side truck, chassis-cab, immediate delivery

NEW BEDFORD 3-ton normal-control 143-in. wheelbase

diesel drop-side truck, immediate delivery

NEW BEDFORD 7-ton forward-control 120-in. wheelbase

standard tipper, 2-speed axle, 9.00 x 20 tyres, early delivery

1957-59 BEDFORD CA vans, good condition, from £150.

1956 BEDFORD 4-ton diesel drop-side truck, one owner, £275.

FOR immediate delivery of the above new BEDFORDS.

PLEASE phone Clerkenwell 7456.

CAPITAL MOTOR CO., LTD., Remington St., City Rd., London N.1 920-288

**Used Goods Vehicles (contd.)**

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THE MAIN BEDFORD DEALERS

WE always have a comprehensive stock of the first class Quality Tested and other BEDFORDS for your inspection. Make sure you inspect these before you make your purchase. A sample of our stock is as follows:—

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CA Vans, diesel and petrol

4-TON chassis-cab and trucks

5-TON truck

7-TON all models

1956 BEDFORD 25-cwt. Spurling van, blue, £325

1953 £195

1954 £195

1956 £195

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### Used Goods Vehicles (contd.)

**HAZLEMERE MOTOR CO. (WALTHAM ABBEY, LTD.)**  
WALTHAM ABBEY,  
ESSEX.  
Waltham Cross 2275.

**BEDFORD** 35-cwt. diesel Spurting van.  
**BEDFORD** 7-ton 120-in. W.D. forward-control chassis-cab, 300 diesel engine.  
**BEDFORD** 7-ton forward-control 120-in.-wheelbase 300 diesel, cab, 2nd. Telehoist tipper (choice of three).  
**BEDFORD** 7-ton 120-in. W.A. forward-control 350 diesel 7-cu.-yd. Telehoist tipper.  
**BEDFORD** 10-ton forward-control 96-in.-wheelbase tractor unit, Scammell coupling, 300 diesel.  
**CACAMELL** 12-ton 25-ft. straight-frame semi-trailer platform.  
**BEDFORD** 6-ton normal-control 120 W.B. 2-speed axle, 6-cu.-yd. drop-side tipping body, 8.25 x 20 12-ply tyres (choice of two).  
**BEDFORD** 35-cwt. diesel Spurting van.

**BEDFORD** 7-ton RLC 4 x 4, steel body truck, 6,000, petrol, £495 or contract hire. Wolverhampton Motor Mart, Pipers Row 2514.

**BEDFORD** Luton, 1,550 cu. ft., 1952, splendid condition, repainted, new tyres, offers. Phone, Congleton 2970. 920-8143

**BEDFORD** 1958 diesel 4-ton Luton furniture van, 1,550-cu.-ft. capacity.

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**BEDFORD** 1952 3-ton ditto, 1,600-cu.-ft. capacity.

**BEDFORD** 1959 4-ton ditto, 1,800-cu.-ft. capacity.

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**WE** have for disposal a fleet of used BEDFORD vans, all in extremely good condition and very reasonably priced. For your convenience they are situated all over the country.

**ALL** inquiries to—

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Phone, day, Brighouse 1677.  
NIGHT, BRADFORD 78486 OR 71077. 920-264

### G.T.C. COMMERCIALS, LTD.

**1960** BEDFORD J model 7-ton long-wheelbase diesel tipper, really clean, £800.  
**1959** BEDFORD J-model 7-ton long-wheelbase diesel tipper, steel cab, very good, order £695.  
**1959**, (Boys' conversion) 24-ft. 6-in. 6-wheel truck, 2-speed axle, 9.00 x 20 tyres, superb condition, £1,000.  
**1958** BEDFORD diesel, 300 engine, 7-ton long-wheelbase truck, one C-licence owner, £275.  
**1957** BEDFORD 7-ton long-wheelbase drop-side truck, 5-ton wooden body, one owner, £350.  
**1957** BEDFORD 7-ton long-wheelbase dropside truck, one owner, £250.  
**1956** BEDFORD 5-ton short-wheelbase tipper, 5-ton drop-side body, 6yd. capacity, £225.  
**1955** BEDFORD 5-ton long-wheelbase drop-side truck, very good tyres, £135.

(WE are 30 yds. from Bow Road Tube Station) 28 Bow Rd., London, E.3. Advance 5242. 920-499

**1958** BEDFORD 10-12-cwt., in exceptionally good condition throughout, choice of three from £225. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8.

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VAUXHALL-BEDFORD MAIN DEALERS.  
LONDON ROAD, CRAWLEY, SUSSEX.  
Phone, Crawley 25475-6-7.

**1959** BEDFORD Workbus, many extras, one owner, £370.  
**1959**, November, long-wheelbase BEDFORD Workbus, one owner, £400.  
**1959**, December, BEDFORD 15-cwt. long-wheelbase van, one owner, £285.  
**1957** BEDFORD Workbus, £245.  
**1957** BEDFORD 5-ton truck, petrol, excellent condition, £345.  
**OCTOBER**, 1954, 7-ton BEDFORD tipper, good condition, 10 tyres, one owner, £310.  
**1957** 5-ton BEDFORD truck, nice condition, good tyres £120. 920-649

**1950** BEDFORD B.T.C. articulated platform vehicle, Perkins P6 engine, good condition, £295. Mansfield Autos, Ltd., High Rd., Broxbourne, Herts. Hoddesdon 4567. 920-106

**1960** BEDFORD 4-ton diesel normal-control drop-side truck, 14,000 miles, £585.  
**DAWNIER MOTORS, LTD.** Phone, Ewell 2382. 920-311

**1956** BEDFORD S-type tractor unit, Scammell hitch, good condition, £415. Arnold 371. 920-307

**1956** BEDFORD S-type 7-ton long-wheelbase drop-side truck, 23 ft. extended chassis, body length 23 ft., diesel, Perkins R6 engine, in superb condition, private owner from new, £225.

**A. AND L. VEHICLE SUPPLY CO.** Gravel Lane, Salford, Manchester, Blackfriars 1511. 920-262

### Used Goods Vehicles (contd.)

**1955** BEDFORD 5-ton, diesel engine, platform truck, £295.  
**PHOENIX MOTORS, LTD.** Oxford Rd., Gerrards Cross. Phone, Denham 2716. Gerrards Cross 2545. 920-297

**1960** BEDFORD 7-ton tipper, 2-speed axle £560.  
**JACKERBY AND CO.**, Maybells Farm, Ripple Rd., Barking, Essex. Dominion 5583. 920-330

**1958** BEDFORD truck, QL4, fitted with Burrowswood cow lift, clean, smart, new tyres, £175.

**BEDFORD** long-wheelbase 5-ton boxvan, petrol engine, with roll-backer back, very clean, 100% tyres, £265.

**1947** BEDFORD 5-ton long-wheelbase truck, Bedford diesel engine, £395. Edgware 2572. 920-338

**1959** BEDFORD 45-cwt. diesel 450-cu.-ft. boxvan, separate cab, heater, flashers, 28,000 miles only, very n/c vehicle, £525. Phone, Cop 4777 or 4713. 920-506

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**BEDFORDS ALL TYPES WANTED.**

**BEDFORDS WANTED FOR CASH.**

**CHANDLERS MOTORS, LTD.**

71 GREENWICH SOUTH STREET,

LONDON, S.E.10.

Greenwich 2033-4.

222-894

**BEDFORDS wanted.**

**BEDFORDS wanted.**

**BEDFORDS wanted!**

**WE** want **BEDFORDS!** Trucks, tippers, vans, Lutons, etc. G.T.C. (Commercials), Ltd., 2 Addington Rd., Bow Rd., E.3. Advance 5242-3. 922-734

**BEDFORD** 12-15-cwt. vans and utilities wanted.

**DICKS CAR SALES, LTD.** Exeter Rd., London, N.W.2. Gladstone 7175. 920-404

### B.M.C.

**1960** B.M.C. articulated unit, diesel, fitted Eaton two Scammell 20-ft. 11-ton trailers, complete outfit as Box CMI615. care of "The Commercial Motor." 920-191

**B.M.C.** Boxvan, approx. 1,100 cu. ft.

**WARWICK MOTOR ENGINEERING CO.**

LTD.

COPELAND STREET,

FENTON.

STOKE-ON-TRENT.

Phone 47507-8.

920-246

**GILBERT RICE, LTD.**

MAIN FORD DEALERS,

HORSHAM, SUSSEX.

**1959** B.M.C. 7-ton tipper, £775.

920-407

### BRISTOL

**1953** BRISTOL 8-wheeler, 24-ft. 6-in. platform, Leyland 600 engine, 3-speed box, single-drive axle, air brakes, unladen weight 9 tons 10 cwt., in good condition throughout, £725 or offers.

**CHELTENHAM CAR MART, LTD.** Winchcombe St., Cheltenham. Phone 3081. 920-28

### COMMER

**1958** COMMER TS3 7-ton tipper, standard timber drop-side body, 9.00 x 20 tyres, helper springs.

**1958** COMMER TS3 5-ton long-wheelbase truck, ex-C-licence operator, 55-gallon fuel tank.

**1957**, December, COMMER Boys' trailing axle conversion, Eaton 2-speed axle, air-hydraulic brakes, 9.00 x 20 tyres, just fitted with new pistons and rings. 21-ft. 6-in. long.

**1957** COMMER 5-ton TS3 long-wheelbase truck, 20-ft. platform body, heater, 55-gallon fuel tank, ex-C-licence operator.

**1957** COMMER 7-ton TS3 tipper, Telehoist Telelever gear, 2-speed, air-hydraulic body, 9.00 x 20 tyres, helper springs, overdrive, on carefu owner.

**N. MORGAN AND CO., LTD.** 57 Chepstow Rd., Newport, Mon. Phone 5841. 920-6234

**1958** COMMER 30-cwt. diesel van, immaculate condition, as new, £775.

**Q VEHICLE SALES (LIVERPOOL), LTD.** Bridge Rd., Litherland, Liverpool 21. Phone, Waterloo 5309. 920-27

**NEW** COMMER York 6-wheeler, 22-yd. alloy bulk grain-coal upper, immediate delivery.

**1960** COMMER Unipower 6-wheeler, 21-ft. platform, power steering, air brakes, low mileage, £1,425.

**1959** COMMER TS3 standard 7-yd. tipper, air brakes, checked, £4950.

**1958** COMMER TS3 18-ft. drop-sider, air brakes, checked, £4950.

**1957** COMMER TS3 11-ft. 9-in. medium-wheelbase, fitted service exchange twin Telehoist gear and underframe, checked through, repainted, £750.

**1955** COMMER, fitted recent factory engine and gearbox, £375.

**LOWEST H.P. EXCHANGES.** Open Sunday mornings.

**JOHN JORDAN**, official Rootes agents, Manor Garage Great North Rd., Sandy, Beds. Phone 271. 920-66

August 4, 1961—THE COMMERCIAL MOTOR 37  
(Supplement)

### Used Goods Vehicles (contd.)

**1960** 15-cwt. forward-control van, petrol, two sliding doors. Wickham blue, very clean, £385. Brew Bros. Fremantle 3333. 920-81

**1960** COMMER TS1 artic. unit, Scammell couplings-speed box, air brakes, very low mileage, £750.

**1958** COMMER TS3 6-wheel drop-sided lorry, 20-ft. body, air brakes, in excellent running order.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 174.

**1953** COMMER P6 diesel long-wheelbase flat truck, clean, £195. W.E.M. Motors, Wimborne 500-508 Kingdon Rd., S.W.20. Phones, Malden 5342 and Cherrywood 4568.

**1956**, December, COMMER TS1 diesel 7-ton long-wheelbase flat truck, 18-ft. alloy flat, 9.00 x 20 tyres, excellent condition, £625.

**A. AND L. VEHICLES SUPPLY CO., LTD.**, 27-41 Blackfriars, Salford 3. Phone, Manchester Blackfriars 921-271

**1959** COMMER 7-ton TS3 diesel tractor unit, not Scammell coupling, been used with Carrimore trailer, very good machine, £375.

**R. OSES COMMERCIAL MOTORS**, 406 Wigan Rd., Bolton. Phone 6159 by day; after hours 62479. 920-259

**LOOKERS, LTD.**

HARDIMAN STREET, DEANSGATE,  
MANCHESTER, 3.

**1955** COMMER TS3 2-stroke diesel, drop-side lorry, overhauled completely, repainted, £625.

**T**HE above vehicle carries our six months' guarantee.

**HIRE-PURCHASE. PART-EXCHANGES.**

**LOOKERS, LTD.**

MANCHESTER, 3.

Phone, Blackfriars 3606 (10 lines).

920-237

**1960** COMMER diesel 20-yard tipper, excellent condition, very good tyres, very low mileage, cost £3,250, accept £1,800. Edgware 2572. 920-339

**COMMER TS3 long-wheelbase petrol, good runner, £75.**

**E. J. BAYLISS**, Timberham Works, Lowfield Heath, E. Crawley, Sussex. Horley 4536. 920-396

**1958** COMMER 6-wheeler flat-platform lorry, 21-ft. body, good all round, 9.00 x 20 tyres, air brakes, heater, flashers, unladen weight 4 tons 15 cwt., whole vehicle in very good condition, £1,100. Fredk. Ray, Ltd., Grovebury Rd., Leighton Buzzard. Phone 2192. 920-450

**COMMER** (June, 1960) 6-wheel Unipower, immaculate order. 24-ft. body, £1,275. Cop 4777 or 4713. 920-510

**1955** COMMER 5-ton, petrol, £175. Great Western Motors, 705 London Rd., Shepherd's Hill, A4. Reading 63333. 920-494

**1956** COMMER 20-cwt. bulk capacity van, £125.

**MIDLAND VEHICLE AGENCY**, 164 High St., Bordesley, Birmingham, 12. Victoria 6040. evenings 8744. 920-481

### DODGE

**DODGE** Nine mid-1960, three mid-1959 DODGE 7-ton long-wheelbase steel-body tipper trucks, fitted Leyland 600 engine, 3-speed gearbox, power steering, twin-ram suspension, disc brakes, heaters, twin-cam engines, all very low mileage. G. Fitzpatrick Shand, Warmworth, Doncaster. Phone 51293. 920-6227

**DODGE DISTRIBUTORS** for

GLoucester, Herefordshire, Wiltshire.

**H. R. WILSON-SCOTT, LTD.**

MONK MEADOW, GLOUCESTER.

Phone, Gloucester 24447-8.

**ALWAYS NEW MODELS AND USED VEHICLES IN STOCK.**

**PART-EXCHANGES WELCOMED.**

zzz-830

**1954** DODGE 105 P6, van body, mechanically excellent, £225. Reliance Motor Works (B.T.O.N.), Ltd., 58 Lewes Rd., Brighton 64641. 920-6192

**MAIN DODGE DISTRIBUTORS.**

**FERRARIS OF CRICKLEWOOD, LTD.**

200-220 CRICKLEWOOD BROADWAY, N.W.2.

Gladstone 2334-5-6-7.

**ALL** models from stock or early delivery.

**COMPLETE** spares service for all types.

**PERKINS** diesels, every facility.

920-101

**BARGAIN!** Must be cleared at once. 1957 DODGE 6-wheel drop-side lorry, R6 engine, 3-speed gearbox, reconditioned tipper gear, crane and body, excellent condition, £495. Demonstrations arranged. Locomotors, Ltd., 392-8 Moseley Rd., Birmingham, 12. Phone, Calthorpe 0331. 920-176

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### Used Goods Vehicles (contd.)

**DODGE** 1955 7-ton model 146AR6 18-ft. 6-in. drop-side lorry, modified engine, 2-speed axle, £350.  
**OWBERRY'S GARAGE**, Oxhill Rd., Handsworth, Birmingham Northern 3539. 920-76

**DODGE** 1961 9-ton 375 Super Comet engine, David Brown gearbox, Eaton 2-speed axle, air brakes, heaters, flashers, 9.00 x 20 cross-rib nylon, this machine is as new, £1,600. Cox 4777 or 4713. 920-508

### E.R.F.

**1959** E.R.F. tractor unit, Gardner engine, 5th-wheel coupling, excellent condition.  
**CENTRAL GARAGE (UPPINGHAM) LTD.**, Market Place, Uppingham. Phone, Uppingham 3296-7. 920-159

**1956** E.R.F. 8-wheeler chassis and cab, double-axle drive, £1,275. Lavers Transport, Ltd., Pilgrim's Way, Dinton Green. Phone 344. 920-8282

**1953** E.R.F. 18-ft. platform, first-class machine, cheap. Phone, Shefford 52068, after 6 p.m. 920-518

### FODEN

**E.X.W.D. FODEN**, 8,000 miles since M.O.S. overhaul, 20-ft. body, two spare tyres, 6 x 4 double drive, £500. Box CM1961, care of "The Commercial Motor". 920-26193

**1953** FODEN 6-wheeler tipper, double drive, wooden body, in excellent running order, £750.

**1954** FODEN F96 tractor unit, one owner, air brakes, S.A.E. coupling, in excellent running order, £750.

**RUSSELL GREEN MOTORS**, Langley, Hitchin, Herts, Stevenage 174. 920-227

**1954** Model FODEN Gardner 5LW diesel 22-ft. alloy-bodied flat truck on 40 x 8 tyres, 6-wheeler twin steer, £600. W. E. M. (Wimborne), 506-508 Kingsthorpe Rd., S.W.20. Phone, Malden 5342 and Cherrywood 4568. 920-212

**1953** 8-wheel, 6LW, 40 x 8 tyres, double drive, 24-ft. flat, in very good condition, £600. 4 Caruthers St., Liverpool, 3. Central 2047. 920-270

**TWO** 1948 FODEN 18-ft. flat bodies, good tyres, 4LW, C-climber operator, flat-front cabs, smart condition. Edgware 2572. 920-335

**1951** 8-wheel double-drive 24-ft. flat, 6LW, good running order, £185. J. R. Swanson, Cobbrook 2741, Bucks. 920-387

**TWO** 8-wheeler FODENS, 24-ft. flats, double drive, 6LW engines, 1950, £650 each. North Derbyshire Engineering, Ltd., Darley Dale, Matlock, Derbyshire. Phone, Darley 3381. 920-365

**1954** FODEN 6-ton long-wheelbase truck with drop-sides, 4LK diesel, £250, 25 miles per gallon, well tyred, 34 x 7s, one owner, £245.

**ROSES COMMERCIAL MOTORS**, 406 Wigton Rd., Bolton. Phone 61598 by day; after hours 62579. 920-258

### FORD THAMES AND FORDSON

**1958** Thames Trader 6D articulated unit, fitted Handi-S.A.E. coupling, in excellent condition, painted as required, £695. Alton Motor Co., Ltd., Main Ford Dealer, Petersfield, Hants. Phone 3701. 920-6244

**1960** 7-ton Thames Trader, 108-in. wheelbase, fitted with new tipping gear and 6-cu.-yd. body, £760.

**MEARS MOTORS LTD.**, Upper Richmond Rd., West, East Sheen, S.W.14. Phone, Pro 2235. 920-6249

### TIPPERS.

DRASTIC PRICE REDUCTIONS,  
1957-1959 THAMES TRADER AND SHORT-WHEELBASE TIPPERS.

H.P. AND GUARANTEED TO GENUINE BUYERS.

**NORMAN REEVES (MOTORS) LTD.**,  
215-218 HIGH STREET,  
UXBRIDGE, MIDDLESEX,  
Uxbridge 33444. 920-112

### G.T.C. COMMERCIALS LTD.

**1961** Trader 7-ton short-wheelbase tipper, hydrovac brakes, 7-in. steel drop-side body, 9.00 x 20 tyres, cost £850.

**1960**, coachbuilt drop-side body, 19,000 miles only from new, £1,195.

**1960** Thames Trader 7-ton long-wheelbase dropside, 21,000 miles only, £675.

**1960** Thames Trader unit, fifth-wheel coupling, low mileage, £525.

**1960** Thames Trader, medium-wheelbase double drop-sided tipper, steel body, 8 yds., first-class machine, £525.

**1960** Thames Trader 7-ton long-wheelbase drop-side truck, 9.00 x 20 tyres, 18-ft. body, £500.

**1959** Thames Trader tractor unit, Scammell coupling, £475.

**1957** FORD 4D diesel 3.4-ton long-wheelbase drop-side truck, rock-and-ground body just fitted, outstanding condition, £295.

**(WE)** are 30 yds. from Bow Road Tube Station, 28 Bow Rd., London, E.3. Advance 5242. 920-498

**1961**, July, THAMES Trader.

**LONG-WHEELBASE** drop-side lorry with 6-cylinder petrol engine, first registered July, 1961, 400 miles only, sale due to special circumstances concerned with previous operator, painted blue but unfitted, now offered at a most attractive price for quick sale, full warranty available.

**SKELLYS OF MOTHERWELL LTD.**, Main Ford dealers, Airbles Rd., Motherwell. Phone 2351. 923-6268

### Used Goods Vehicles (contd.)

**HUNTER VEHICLES LTD.**,  
CROWN WORKS,  
290 SOUTH BURY ROAD,  
ENFIELD.

**1956** Thames boxvan, 52 cu. ft., 2-way loader, choice of several, £250.

**1956** Thames chassis-cab, 157-in. wheelbase, on 7.00 x 20 10-ply tyres, excellent condition, one owner, choice of several, £175.

**1956** Thames truck, 3-ton double-drop-side hardwood floor, loading board, single colour, one owner, excellent condition, £250.

### IMMEDIATE DELIVERY.

HIRE-PURCHASE TERMS ARRANGED.

**HOWARD 4184.**

920-100

**1959**, June, Thames Trader 3-ton 4D truck, immaculate, Adards Motors, Ltd., main Ford dealers, 43-45 Acre Lane, London, S.W.2. Brinsford 643. 921-6252

**NEW FORD 4D 5-ton Trader**, 152-in. low frame.

**1959** Trader 6D 6-ton, long-wheelbase tipper, delivery seven days.

**1960** 6D Trader 10-12-ton articulated outfit, S.A.E. pin, 25-ft. platform, 23,000 genuine, as new, £1,175.

**1958** 6D Trader 6-ton 17-ft. drop-sider, one owner, £525.

**LOWEST H.P. EXCHANGES.** Open Sunday mornings.

**JOHN JORDAN**, official FORD retailers, Manor Garage, Sandy, Beds. Phone 271. 920-65

**1959** FORD 7-cwt. van, one owner, low mileage, £295.

**PUTLOCKS LTD.**, High St., Guildford. Phone 5391. 920-150

**TRADER** County 6-wheeler, 21-ft. platform, heater, flashers, registered June, 1960, unused this year, mileage 9,000, real bargain, £490.

**D. L. EASTWOOD (COMMERCIALS)**, 27 Aston Rd., North, Birmingham, 6. Ast 3467. 920-497

### GORDON KING MOTORS LTD.

FORD AND THAMES DEALERS.

**TRADER** 4D diesel 4-ton chassis, fitted with 1,250-cu.-ft. low-loading Luton body, new and unregistered, ex works for early delivery, £1,220.

**TRADER** 4D diesel 4-ton low-frame chassis, fitted with 1,250-cu.-ft. body, as above, early delivery from stock, £1,245.

**1958** Thames 10-12-cwt. van, one owner, blue, £250.

**1960** Thames 5-cwt. van, one owner, grey, primer, £310.

**A** also a selection of Thanes 5- and 7-cwt. vans always

**MITCHAM LANE, S.W.16.** Streatham 3133-4. 920-393

**1957** FORD 4D normal-control 4.5-ton long-wheelbase tipper, 8-cu.-yd. wooden body, £215. Below, FORD 4D 1,400-cu.-ft. Luton van, £595.

**1959** FORD 7-ton short-wheelbase tipper, 7-cu.-yd. steel drop-side body, £725. Barnet 1066. 9 a.m. to 6 p.m. 920-124

**1959** FORD 5-cwt. Thames van, excellent condition, £245. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 920-145

**1960** FORD Thames Trader 6D platform truck, perfect order throughout, £1,163.

**1960** FORD, WOT 6 4 by 4, unregistered, as new, offers wanted or will dismantle.

**A** R. LEWIS, 15 Farm St., Birmingham, 19. Northern 8933; night, Harborne 3955. 920-156

### GATES OF WOODFORD,

FORD MAIN DEALERS.

CHIGWELL ROAD,

WOOD GREEN,

Wanstead 6633.

**1960** Trader 6-wheel, double-drive platform, power steering, 4x4, etc., etc., £1,875.

**1960** 6D 8-cu.-yd. tipper, Edgbaston front ram, excellent condition, £490.

**G**OOD selections of Thames Trader, 5- and 7-ton trucks and platforms, from £400. 920-399

**1958** 7-ton Trader, 17-ft. 6-in. drop-side body, 9.00 x 20, recent new engine, axle and gearbox, in good clean condition, £600. Watford 31863. 920-192

**1957** FORD 4D 5-ton, alloyed body, £185.

**PIRBRIGHT GARAGE**, Pirbright Rd., S.W.18. Vandyke 6188. 920-315

**THAMES** 2-ton van 4D, list price.

**3-TON THAMES** Trader, 138-in. wheelbase, list price.

**OAKTHORPE MOTOR CO.**, North Circular Rd., N.13. Fox Lane 0161. 920-325

**1959** THAMES Trader 7-ton, Anthony hoist tipper gear, guaranteed, £725. Arnold 7771. 920-306

**1956** FORD 30-cwt. boxvan, excellent condition, roller shutters, £200.

**1954** 3-ton diesel canopy truck, ready for work, £340.

**IMPERIAL GARAGES (BLACKPOOL) LTD.**, Dickson Rd., Blackpool. Phone, Blackpool 28344. 920-277

**1958** Trader 6-yd. tipper, 6-cylinder petrol engine, very low mileage, £450. Edgware 2572. 920-337

### Used Goods Vehicles (contd.)

**1959** FORD Trader tractor unit, 2-speed axle, 24-ft. B.T.C. four-in-line trailer, fifth wheel, one owner, £1,275.

**COURTHOUSE ROAD MOTORS (SOUTHEND-ON-SEA) LTD.**, Hadleigh, Essex. Phone, Southend-on-Sea 557271 (10 lines). 920-345

**ONE** 5-ton 6D long-wheelbase truck, 1959, good condition.

**1958** 5-ton Trader, 4-cylinder diesel, very good condition.

**1959** Thames Trader 6D 6-cu.-yd. Anthony drop-side, on 9.00 x 20, immaculate vehicle.

**COOMBS SERVICE STATION (FORD Main Dealers)**, By-pass Rd., Guildford 62962. 920-409

### FRY'S OF LEWISHAM, S.E.13.

LONDON'S FIRST FORD MAIN DEALER OFFER THE FOLLOWING AT GUARANTEED ONE-OWNER VANS IN VARIOUS COLOURS, ALL FITTED PASSENGER SEAT AND MAJORITY WITH HEATERS.

**1950** 60-61 Thames 10-12- and 15-cwt. vans, choice of five from £320.

**1959** Thames 7-cwt., £280.

**1960** Thames 5-cwt. van, choice of two, £310.

**1961** Thames 5-cwt. van, £325.

**FRY'S, LEE HIGH ROAD, LEWISHAM, S.E.13.** PHONE, LEE GREEN 9111. 920-349

**1960** 7-ton short-wheelbase Trader tipper, 16,000 miles. **JUSTICE**, Winter Closes, Underwood, Notts. Phone, Langley Mill 3182. 920-486

**1958** Trader short-wheelbase tipper.

**1956** 4D 700-cu.-ft. Luton van.

**MIDLAND VEHICLE AGENCY**, 164 High St., Bordesley, Birmingham, 12. Victoria 0640, evenings 8744. 920-482

### Ford Thames and Fordson Wanted

USED THAMES 4D trucks and Lutons, 1957-60. Ferrals of Cricklewood, Ltd., 200-220 Cricklewood Broadway, N.W.2. Gladstone 2234-567. 920-102

WANTED, FORD 4D vans and Perkins, all capacities from 1955 onwards. Chandlers Motors, Ltd., 71 Greenwich South St., London, S.E.10. Gre 2033-4. 920-472

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**1960** GUY Invincible, Gardner LX engine, 6-speed gearbox, air brakes, Michelin tyres, 24-ft. platform, power steering, 22,000 miles, £3,450.

**DAWNIER MOTORS LTD.**, Ewell 2382. 920-312

DEMONSTRATION model GUY heavy-duty tractor, Gardner LX engine reduced. F.T.S., Ltd., Bridge Works, Thorney 371, near Peterborough. 920-370

### KARRIER

**KARRIER Gamecock** chassis and cab, 1954 model, unregistered, fitted petrol engine, 27 x 6 tyre equipment, miles 717, exceptional condition, and very fine running at £15.

**A RICH**, 514 Coldhams Lane, Cherry Hinton, Cambridge. Phone, Cambridge 47597. 920-41

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GOOD selection of used LAND ROVERS always in stock.

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**LAND ROVER**, long-wheelbase 10-seater station wagon. 1958 4 side and rear door, one owner, perfect condition, £650, cost double. D. J. Champ, Ltd., Cheshire, Cheshire. Phone, Mercury 2882.

### LEYLAND

Comet long-wheelbase platform, £450.

Comet long-wheelbase platform, £535.

Octopus long-wheelbase platform, choice of four, from £275.

**JOHN HUDSON**, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362, 456, 457. 920-55

**1957** LEYLAND Comet, short-wheelbase drop-side tipper, with extensions, weight 4 ton 14 cwt. in good order, £775. Coffee and Edwards, Ltd., Nottingham. Phone, 46674. 920-175

**LEYLAND Octopus** 1960 long-wheelbase tipper, as new.

**LEYLAND Steer**, 1956, 600 engine, platform body, air brakes and 4-wheel Dyson trailers.

**CENTRAL GARAGE**, Barnsley Rd., South Elmsall, near Pontefract. Phone, South Elmsall 276-7-8. 920-254

**1954** LEYLAND Octopus 8-wheeler double-drive tipper, £1,150.

**WALTER WALKER (ECCLESFIELD) LTD.**, Ecclesfield, Sheffield. Phone, Ecclesfield 3667. 920-241

**1955** LEYLAND Comet forward-control platform truck, good condition, £495.

**CAPITAL MOTOR CO. LTD.**, Remington St., City Rd., N.I. (Near Angel). Clerkenwell 7456. 920-284

**OCTOPUS**, 1951, double drive, good tyres, ready for work, £400 for quick sale. F.T.S., Ltd., Bridge Works, Thorney 371, near Peterborough. 920-368

**LEYLAND Comet** tractor unit, very good tyres, clean, smart vehicle, August, 1949, £225. Edgware 2572. 920-336

### Used Goods Vehicles (contd.)

**1953** LEYLAND Comet 90 16-ft platform truck, on excellent 9.00 x 20 tyres. Eaton 2-speed axle, exceptionally clean. £345. W.E.M. Motors (Wimbleton), 506-508 Kingston Rd., S.W.20. Phone, Malden 5342 and Cherrywood 4568.

**1950** LEYLAND 8-wheeler, double drive, 600 engine, perfect. £450. PIRBRIGHT GARAGE, Pirbright Rd., S.W.18. Van-dyke 6188.

**BROWNHILLS MOTOR SALES,**  
**LEYLAND, ALBION, SCAMMELL**  
AUTHORIZED DEALERS.

EARLY delivery of new LEYLAND Comets and Super Comets. SEE our advertisement under Used Goods Vehicles Unclassified.

**BROWNHILLS MOTOR SALES,**  
WATLING STREET (A5), BROWNHILLS, STAFFS.  
Phone, Brownhills 2307, 2336 and 2392. 920-379

**1954** LEYLAND Octopus long-wheelbase, high-sided tip-up, C-licence owner, must sell. 95 Woodhouse Rd., Intake, Sheffield. Phone 29139 and 399529.

**1959** LEYLAND Super Comet tractor units, air brakes, 2-speed axle, fifth-wheel coupling, choice of three. OSWALD TILLOTSON, LTD., Summit Works, Burnley. Phone 22014. 920-514

### MORRIS AND MORRIS-COMMERCIAL

EX-W.D. 4 x 4 tractors with winch, from £100 each. Cunney and Stewart, Ltd., Alfreton, Derbyshire. 920-802

**1958** MORRIS J2 chassis with Hanson 6-ft-high tip body, equipped as 2-berth caravan/travelling showroom, adaptable as mobile shop, first-class condition, one owner. £350. A. A. Clark, Ltd., Frances Rd., Windsor. Phone 1130. 921-6267

**1958** MORRIS prime mover, fifth-wheel, 20,000, excellent condition. PITTS TRAILERS, Barton Stacey, near Winchester, Hants. Sutton Scotney 251-2. 920-40

**1957** MORRIS diesel (3K model) forward control drop-side truck 700 x 20 tyres, almost all new, one owner, immaculate condition, meticulously maintained. £295. 13 and 15 Lewisham Rd., Lewisham. S.E.13. Tideway 2880. 920-48

**PALMERSTON OF KINGSTON,**  
MORRIS AND MORRIS-COMMERCIAL  
RETAIL DEALERS.

20-CWT. MORRIS 1-ton petrol van, heater and flashers, E165. 6-TON 1.C. BEDFORD van, roller shutter, reconditioned engine, £410. PALMERSTON COMMERCIAL MOTORS, LTD., 75-7 Pendarsh Rd., Kingston 5518. 920-300

### SCAMMELL

PARADISE MOTORS, Gelderd Rd., Birstall, Yorkshire. Phone, Morley 1029. 20-ton SCAMMELLS and 25-ton low-loader trailers, new cab and latest-type bonnets and wings. 920-830

SCAMMELL recovery vehicle, ex-W.D., 6-LW Gardner complete with winch, first registered 1956. All inquiries in writing, to Silcock, 74 Hallfields Rd., Oxford. Warrington 1444.

SCAMMELL 6 x 4 heavy recovery vehicle, fitted with power operated crane, Gardner 6-LW engine, £450. J. T. LEAVESLEY, LTD., Alrewas, Staffordshire. Phone, Alrewas 354-5-6. 920-1615

A number of good SCAMMELL tractor units in stock, 1948-58, with or without trailers, flats and low-loaders, all at very reasonable prices.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 920-222

### SEDDON

NEWPORT MOTOR SERVICE, East Usk Rd., New-norl., Mon. Phone 59441. SEDDON distributors for Monmouthshire. 920-462

### STANDARD

**1960** STANDARD Atlas van, side loader door, ex-new demonstration van, low mileage and in nearly new condition. £250. PUTTOCKS, LTD., High St., Guildford. Phone 5391. 920-149

### TROJAN

**1954** TROJAN van, fitted P3 engine, very clean, £100. JUSTICE, Winter Closes, Underwood, Notts. Langley Mill 3182. 920-489

### THORNYCROFT

**1956** THORNYCROFT Tridee diesel, long-wheelbase double-drop-side body, one owner, braain, price to clear. £450. William H. King 'Kir' Lynn, Ltd., Southgate. Phone 3444. 920-6256

EX-W.D. 4 x 4 trucks, road selection. Cunney and Stewart, Ltd., Alfreton, Derbyshire. 920-803

### Used Goods Vehicles (contd.)

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SEVEN SISTERS ROAD,  
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SOLE DISTRIBUTORS FOR THORNYCROFT COMMERCIAL VEHICLES FOR LONDON AND HOME COUNTIES NORTH OF THE THAMES. WE CAN OFFER ADVANTAGEOUS DELIVERY OF ALL.

#### THORNYCROFT MODELS.

#### FOR IMMEDIATE DELIVERY.

NEW long-wheelbase Mastiff 14-ton G.V.W. 4-wheel chassis-cabs.

#### UNCLASSIFIED

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SATURDAYS.

#### VANS.

SELECTION of used BEDFORD 10-12-cwt. and 15-cwt. vans and personnel carriers, many types.

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**1959** BEDFORD 5-ton 16-ft. double-drop-side truck.

**1958** BEDFORD 7-ton, 16-ft. wooden platform, 2-speed rear axle.

**1958** AUSTIN 7-ton, 18-ft. platform.

**1957** BEDFORD diesel 6-ton forward-control with 16-ft. double-drop-side body.

**1955** SEDDON Mk. XIIIF diesel 18-ft. double-drop-side truck.

**1955** BEDFORD diesel 7-ton forward-control with 16-ft. double-drop-side body.

**1955** ALBION Chieftain, 16-ft. wooden platform.

**1960** BEDFORD 7-ton forward-control double-drop-side steel-bodied tipper, Leyland engine, 9.00

x 20 tyres (at Cardiff).

#### TIPPERS.

**1958** BEDFORD diesel 6-ton 5-cu.-yd. normal-control tipper.

**1954** BEDFORD 5-ton 6-cu.-yd. wooden drop-side body.

**1957** ALBION Clydesdale, steel body fixed-side tipper (at Cardiff).

#### LUTONS.

**1953** BEDFORD diesel 5-ton normal-control with 840-cu.-ft. box body.

**1956** BEDFORD 5-ton petrol truck (at Cardiff).

**1951** BEDFORD 5-ton 950-cu.-ft. Luton (at Cardiff).

**IMMEDIATE** delivery new BEDFORD diesel 4-ton 1,200-cu.-ft. Luton body.

#### ARTICS.

**1959** BEDFORD 10-ton tractor unit with 23-ft. Luton Scammell trailer.

**1959** LEYLAND Comet with 25-ft. York platform trailer.

**1958** BEDFORD 10-ton tractor, 2-speed axle, fifth-wheel coupling, 25-ft. drop-side York trailer (at Cardiff).

**1957** LEYLAND Comet, forward-control tractor with 25-ft. York drop-side trailer (at Cardiff).

**1957** COMMER TS3 tractor, fifth wheel coupling, 25-ft. Hands trailer, double air line braking (at Cardiff).

**1957** A.E.C. Mercury MK. I tractor unit.

#### HEAVY VEHICLES.

**1955**-56 LEYLAND Octopus 8-wheeler platform.

**1957** ATKINSON 8-wheeler, 11.3 A.E.C. engine and gearbox, 24-ft. drop-side.

**1953** DENNIS Jubilant 24-ft. platform, 9.00 x 20 tyres.

COMPREHENSIVE RANGE OF NEW BEDFORDS ALWAYS IN STOCK.

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ARLINGTON MOTOR CO., LTD. 920-47

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CRAWLEY, SUSSEX.

GENTS for Austin, Ford and Standard commercials; a large selection of new and used vans always in stock.

NEW Thame Trader 4-ton drop-side truck, 152-in. wheelbase.

NEW AUSTIN 702 forward-control 7-ton chassis-cab, 120-in. wheelbase.

**1960**, May. AUSTIN 702 diesel with 7-cu.-yd. tipping body, also fitted with 9.00 x 20 tyres, can heater and flashers, 25,000 miles. £925.

**1956** BEDFORD-SCAMMELL 8-10-ton tractor unit with R6 diesel engine, £275.

CRAWLEY 25666 920-346

August 4, 1961—THE COMMERCIAL MOTOR 39  
(Supplement)

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**1956** BEDFORD, P6, LONG-WHEELBASE DROP-SIDE BODY. EXCELLENT TRUCK.

£375.

**1957** BEDFORD MEDIUM-WHEELBASE CHASSIS-CAB.

COMET ENGINE, 2-SPEED AXLE.

£510.

**1957** B.M.C. 7-TON LONG-WHEELBASE, 6-CYLINDER DIESEL DROP-SIDE BODY.

£520.

**1958** TRADER 7-TON LONG-WHEELBASE CHASSIS-CAB, 6-CYLINDER DIESEL, 9.00 X 20 TYRES.

£600.

**1959** TRADER, YORK 6-WHEELER, 20-FT. DROP-SIDE BODY, 9.00 X 20 TYRES.

£1,150.

VIEWING ANYWHERE, ANY TIME.

H.P. TO SUIT YOU.

24 HOUR TRUCK REPAIR SERVICE.

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CARLISLE.

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### SANDICLIFFE GARAGE, LTD.

FORD MAIN DEALERS.

**1948** FORD Trader 4D Luton van, £495.

**1955** FORD Thames P6 boxvan, choice of two, £160.

**1959** Thames Trader 4D boxvan, £575.

**1957** FORD Thames 4D tipper, steel drop-side body.

**1955** BEDFORD 7-ton R6 drop-side truck, £325.

**1955** B.M.C. diesel 5-ton bulk tipper, £195.

**1958** Thames Trader 7-ton tipper, steel fixed sides, £495.

**1958** Thames Trader 160-in. wheelbase chassis-cab, £475.

**1956** BEDFORD S-type tipper, P6 engine, £350.

**1956** Thames 4D steel drop-side tipper, £315.

**1957** Thames 4D tipper, drop-side timber body, £325.

STAPLEFORD, NOTTINGHAM.

PHONE, SANDIACRE 2234. 920-22

### TOM BYATT (STOKE), LTD.

OFFER, SUBJECT TO BEING UNSOLD, THE FOLLOWING USED COMMERCIAL VEHICLES.

THREE MONTHS' GENUINE WARRANTY.

**1958** E.R.F., completely rebuilt, re-registered, twin steer, in excellent condition.

**1955** BEDFORD petrol long-wheelbase drop-side truck, choice of two.

**1957** BEDFORD 6-ton short-wheelbase diesel tipper, owner-driver, £575.

**1958** BEDFORD 7-ton short-wheelbase diesel tipper, in excellent condition, £600.

**1957** BEDFORD diesel 6-ton short-wheelbase tipper, £450.

**1960** BEDFORD long-wheelbase drop-side petrol, very good condition.

**1958** S-type BEDFORD, extra-long drop-side, diesel, 2-speed axle, little used, £975, choice of two.

**1958** 6-ton diesel Thame Trader, 16-ft. platform body, 8.25 x 20 tyres, heavy-duty springs, A.L.C. lubrication, weight 16,000 lbs.

**1959** BEDFORD 7-ton diesel long-wheelbase drop-side truck, 2-speed axle, H.D. equipment.

**1957** BEDFORD 7-ton petrol medium-wheelbase tipper, very good value.

**1957** ALBION 7-ton diesel long-wheelbase drop-side tipper.

**1955** BEDFORD 7-ton petrol long-wheelbase drop side, good condition, £450.

PHONE, CALL OR WRITE:

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NEW VEHICLES FOR IMMEDIATE AND  
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LEYLANDS. ALBIONS. AUSTINS.  
NEW VEHICLES FROM STOCK.

LEYLAND Comet, 23-ft. 6-in. body.

AUSTIN diesel 5-ton long-wheelbase drop-side.

COMMER 7-ton cement-limestone bulk delivery tanker  
with gear and blower.

LARGEST SELECTION OF SECONDHAND  
COMMERCIAL VEHICLES IN THE MIDLANDS.

B.M.C.

1959 AUSTIN artic. diesel together with coupling.  
1956 AUSTIN 5-ton diesel drop-side.

1958 AUSTIN artic. diesel with coupling, forward

1956 AUSTIN 7-ton long-wheelbase platform truck,

1954 MORRIS 5-ton long-wheelbase petrol platform,

1957 AUSTIN 7-ton long-wheelbase diesel drop-side

truck.

1956 AUSTIN 6-wheel platform diesel truck.

1954 AUSTIN Loadster 2-ton drop-side truck.

COMMER.

1959 COMMER 7-ton forward-control diesel with  
new drop-side body.

1960 COMMER 7-ton forward-control drop-side long-

wheelbase with detachable high racks.

1955 COMMER 5-ton long-wheelbase drop-side P.6

ALBION.

1960 ALBION Chieftain short-wheelbase tipper.

1955 ALBION Chieftain, alloy drop-side body, choice

of two.

1960, August, ALBION Chieftain long-wheelbase

platform truck.

BEDFORD.

1956 BEDFORD forward-control long-wheelbase

diesel drop-side truck, 7 ton.

1958 BEDFORD 7-ton diesel tipper.

DODGE.

1958 7-ton diesel long-wheelbase platform.

FORD.

1959 Thames Trader long-wheelbase diesel drop-side

truck, 7-ton.

1956 Thames Sussex 6-wheel tipper, high sides.

MAUDSLAY.

1947 MAUDSLAY A.E.C., 7.7 engine, 8-ton drop-

side.

1949 MAUDSLAY A.E.C., 7.7 engine, 8-ton drop-

side.

FODEN.

1957 FODEN diesel 8-wheeler long-wheelbase drop-

side truck.

CARMICHAEL AND SONS (WORCESTER).

LTD.

CLERKENLEAP, DEPOT,

NR. WORCESTER.

920-15

CLOCK SERVICE STATION,  
CASTLE BROMWICH.

Cas. 2615.

FOR BIRMINGHAM'S

BEST USED TRUCKS.

1959 THAMES Trader 7-ton truck, powered by 6D  
6-cylinder diesel engine, complete with 18-ft.  
timber double drop-side body, width 7 ft., drop sides 1 ft.  
6 in., well shed with 8.25 x 20 tyres, extremely tidy cab  
and interior, excellent value at £655.

1955 COWES 7-ton long-wheelbase platform, TS3

diesel engine, very good £380.

1955 COMMER TS3 tractor unit, 25-ft. platform

semi-trailer, offers invited.

1955 MORRIS normal-control drop-side truck, diesel

1-ton, 6-cyl. eng., 10-ft. 6-in. body, only £250.

1959 BEDFORD short-wheelbase 7-ton tipper, all-

steel heavy-duty body and equipment, fitted

with Bedford 300 diesel engine, repainted two-tone grey,

£760.

ANY NEW COMMER VEHICLES SUPPLIED.

WE ALWAYS HAVE NUMEROUS TRUCKS, VANS,

ETC., IN STOCK.

PLEASE CONTACT

CAS 2615

FOR ALL YOUR COMMERCIAL VEHICLE  
REQUIREMENTS.

AR NOTES COMPANY.

920-19

### Used Goods Vehicles (contd.)

FORD AND SLATER, LTD.  
LEYLAND, ALBION, SCAMMELL,  
OFFICIAL TECALEMIT, SYNDROMIC AND A.C.L.  
FITTING STATION.

TIPPERS.

1955 BEDFORD 5-ton A-type 13-ft. by 18-in. drop-

sided tipper, P6.

1955 BEDFORD 5-ton A-type 12-ft. by 2-ft. steel

fixed-sided tipper, timber.

1954 BEDFORD 5-ton S-type 14-ft. by 4-ft. timber

drop-side, tipper, R6.

1955 COMMER Q4 P6 9-ft. by 3-ft. timber drop-

side, tipper.

1955 DODGE 7-ton R6 14-ft. by 4-ft. timber fixed-

sided tipper.

1955 DODGE 7-ton R6 with Boys third axle, 15-ft.

4-ft. timber fixed-sided tipper.

1955 FORD 5-ton H.D. 6D 6-cu.yd. steel drop-sided

tipper.

1955 LEYLAND Comet forward control, short

6-in. by 4-ft. steel fixed-sided tipper.

1955 LEYLAND Comet medium-wheelbase, 14-ft. by

3-ft. 6-in. alloy double-drop-side.

1955 LEYLAND Comet medium-wheelbase 14-ft. by

2-ft. drop-sided tipper.

1955 LEYLAND Comet short-wheelbase, fitted

with Primrose third axle, 16-ft. by 4-ft. timber

fixed sides.

1955 LEYLAND Comet, medium-wheelbase, normal

control, 4-ft. by 2-ft. timber drop-side.

1955 LEYLAND Comet medium-wheelbase, normal

control, with Eaton Hendrickson third axle,

15-ft. 6-in. by 2-ft. 9-in. timber fixed sides.

1954 ALBION Clydesdale, 12-ft. by 2-ft. 6-in. timber

drop side, R6.

1955 ALBION Chieftain, 12-ft. 6-in. by 2-ft. alloy

drop side.

1955 ALBION Clydesdale with York third axle and

Leyland .375 engine, 19-ft. by 3-ft. timber

drop side.

1952 VULCAN 7-ton 4LW, 11-ft. by 2-ft. plus 2-ft.

timber drop side.

1958 LEYLAND Comet Model ECOS2/IR long-

wheelbase 15-ft. by 2-ft. timber drop side.

1957 COMMER 7-ton TS3, 13-ft. by 3-ft. timber

drop side.

1956 MORRIS 7-ton, 14-ft. by 4-ft. timber fixed side.

1960 COMMER TS3 7-ton 14-ft. by 4-ft. timber

fixed sides.

1958 LEYLAND Comet normal control, medium-

wheelbase 16-ft. 6-in. timber flat.

1957 BEDFORD 7-ton, 300 diesel, 16-ft. 6-in. timber

drop side.

1956 BEDFORD 5-ton, P6, 16-ft. timber flat.

1957 A.E.C. Mercury with Eaton Hendrickson third

axle, 21-ft. 3-in. timber drop side.

1952 FORD 20-ft. timber drop side.

1957 LEYLAND Comet Model ECOS2-4R, forward

control, 20-ft. timber drop side.

1957 ATKINSON, 5LW, 20-ft. timber drop side.

1953 THORNCROFT 7-ton, 18-ft. timber drop side.

1957 COMMER TS3, 19-ft. timber drop side.

1956 COMMER TS3, 16-ft. 6-in. timber drop side.

1958 COMMER TS3, 6-ft. 6-in. timber drop side,

air brakes.

1956 DODGE 6-ton, P6, 17-ft. timber flat.

1955 DODGE 6-ton, P6, 16-ft. timber drop side.

1954 DODGE 6-ton, P6, 17-ft. timber flat.

1957 FORD 4D, 16-ft. 6-in. timber drop side.

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## Used Goods Vehicles (contd.)

HARRY DANDO,

VAUXHALL AND BEDFORD MAIN DEALERS

WEST END GARAGE,

CHIPPING SODBURY, BRISTOL.

Chipping Sodbury 2277 (four lines).

**Y**ORK trailers. Full range nearly always in stock. 20-ton tandem axle up to 27 ft. TRADE for Gloucestershire, Wiltshire, Somerset, Devon and Cornwall.

### NEW VEHICLES.

**A.E.C.** Marshal long-wheelbase 6-wheeler chassis and cab only, £3,588.

**A.E.C.** Mercury Mark II long-wheelbase chassis and cab, air brakes on 10.00 x 20 14-ply tyres, £3,615.

**A.E.C.** Mustang twin-steer chassis and cab, air brakes, on 10.00 x 20 14-ply tyres, £3,095.

**A.E.C.** Mammoth Major 6-wheeler 17-ft. 4-in. wheelbase chassis and cab, 9.6-litre engine, air brakes, 9.00 x 20 12-ply tyres, £4,155.

**BEDFORD** 1-ton KFAI tractor unit, Bedford 300 diesel E engine, air brakes, 2-speed, 5-speed, 8.25 x 20 14-ply tyres, £1,345 10ft.

**BEDFORD** 7-ton KGLC8 long-wheelbase 167-in. chassis and cab, on 9.00 x 20 12-ply tyres, 2-speed, 5-speed, £1,755 28ft.

**BEDFORD** Comet engine, KGTC8 rigid 6-wheeler, York third axle, 9.00 x 20 12-ply tyres all round, 2-speed, 4-speed, 9.00 x 20 12-ply front-rear tipping gear and wood grain body, £4,110 7ft.

**BEDFORD** 6-ft. standard 300 diesel, 2-speed rear axle, 4-speed box, fixed-side steel body tipper, on 9.00 x 20 12-ply tyres, £2,725.

**ALION** Chieftain CH3AXL 13-ft. 6-in. wheelbase chassis and cab, take up to 20-ft. body, 6-speed, 8.25 x 20 14-ply tyres, £1,756 12ft.

**LEYLAND** Super Comet, 400 engine, 10.00 x 20 14-ply tyres, heated and demisted windows, 10-min. 3-compartment bulkhead, Bulker body, improved high-capacity blower, heavy-duty p.t.o., air silencer, all extras for bulk delivery including two quick-release 10-ft. hoses, £4,776 complete in primer.

**YORK** DAF 12-ft. 4-in. 25-ft. vacuum-brake semi-trailer, 2-ft. headboard, £881 14ft.

**YORK** TWA2A 20-ft. tandem-axle semi-trailer, air brakes, 9.00 x 20 10-ply tyres, 2-ft. headboard, 2-speed landing gear, £1,810 11ft.

**HANDS** 20-ft. 20-ft. 20-ft. in-the-well low-loader with

Thompson 4-ton winch, £2,197.

**LAND ROVER**, 88 in., petrol, £674 12ft.

### LONG WHEELBASE.

**A**LBION Reiver, 1956, 21-ft. aluminium framed platform body, standard coachbuilt cab, in exceptionally good condition throughout, £1,750.

**B.M.C.** good condition throughout, £750.

**BRISTOL** 1953 8-wheeler, long wheelbase, platform, £725.

**BEDFORD** 1955 3-ton petrol boxvan, mainly aluminium bodywork, in exceptionally good condition throughout, £250.

**BEDFORD** 1955 5-ton petrol boxvan, tailboard and double doors, £250.

**S** with Gardner SLW version in the cab, missing prop shaft, cheap to clear, £400.

**FODEN** 1957 twin-steer, 10.00 x 20 tyres, fitted with full-length double-drop-side body, 2-speed gearbox, Foden 4-stroke engine, complete vehicle, in outstandingly good condition and virtually unmarked, £1,250.

**MAUDSLAY** 1951 8-wheeler, long wheelbase, 24-ft. platform body, £500.

### TIPPERS.

**T**HAMES Trader, 6-yd. steel body, 9.00 x 20 tyres, latest type braking, this vehicle is absolutely as new, registered but has never carried a load, £1,375.

**A.E.C.** Mammoth Major 8-wheeler, 1954, 9.6 engine recently fitted (works reconditioned), 16-ft. 9-in. wheelbase, double drive, fitted with new Pilot tipping gear and wood drop-side body, £2,500.

**A.E.C.** Mammoth Major 8-wheeler, December, 1955, 9.6 engine, double drive, wood-body tipper, in exceptionally good condition throughout, £2,150.

**LEYLAND** Comet 1955 8-wheeler, long wheelbase, normal-control four-wheel-steering tipper, Pilot twin-cam gear and wood drop-side body, in good condition throughout, £1,100.

**A.E.C.** Mercury MK. II, 1956, Pilot twin-underbody gear, wood fixed-side body, in exceptionally good condition throughout, ready for immediate hard work, £1,000.

**E.R.F.** 1949, 4LW Gardner, standard wood-body tipper, very careful operator, £750.

**BEDFORD** 1955 A-type tipper, chassis and cab only, petrol engine, £125.

**BEDFORD** 1955 A-type 5-ton P6 standard wood-body tipper, £400.

**A.E.C.** 1953 Mammoth Major double-drive chassis and tipping body, with detachable extensions to sides, ideal for bulk coal, in exceptionally good condition throughout, £1,600.

**BEDFORD** 1957 R6 S-type, standard steel U-shaped body, well tyred, £755.

### TRAILERS AND ARTICULATED.

**BEDFORD** 1958 (November) 10-ton tractor unit, Comet engine, S.A.E. coupling, this vehicle was recently fitted with a new rear axle and has been well maintained from new, £600.

**BEDFORD** 1957 10-ton tractor unit, R6, 5-speed gearbox, 2-speed axle, S.A.E. coupling, this vehicle has been well maintained and is in exceptionally good condition throughout, £500.

**LEYLAND** Beaver 1950 tractor unit, fitted with S.A.E. fifth-wheel coupling, vacuum brakes, good condition throughout, £600. This is a thin trailer and complete with either single and double-axle platform trailer, or new 30-ton low-loader, S.A.E. or Tasker coupling. Prices on application.

**DODGE** 1954 P6 tractor unit, 2-speed axle, £200.

**BEDFORD** 1957 R6, 2-speed axle, tractor unit, in outstanding condition, complete with S.A.E. coupling and Carrimore 23-ft. platform trailer with boxvan removable body, £700.

**BEDFORD** 1952 R6 diesel Dyson 10-ton semi-low-loader, twin oscillating axles, eight wheels in line, fitted with winch and loading ramps, good condition throughout, £850, would split.

**E.R.F.** 1946, Gardner SLW tractor unit, in exceptionally good condition throughout, complete with Hands tandem-axle platform trailer, £875.

(Continued in next column)

## Used Goods Vehicles (contd.)

**D**YSON 8-ton independent trailer, drop-side, air brakes, choice of two, these trailers are practically unused, £650 each.

**B.M.C.**, 1957, tractor unit, B.M.C. diesel engine, vacuum brakes, £250.

**BEDFORD-SCAMMELL**, 1956, R6 diesel, complete with 23-ft. 8-ton Scammell platform trailer, £375.

### CRANES.

**N**EW Coles 10-ton Regin diesel-electric 40-ft. cantilever chassis and cab, £7,750 complete.

**R**APIER 3-ton pneumatic tyres non-slewling yard crane, full castor action steering gear wheels, £600.

**HARRY DANDO.**

VAUXHALL MAIN DEALERS,

WEST END GARAGE.

CHIPPING SODBURY, BRISTOL.

Chipping Sodbury 2277 (four lines). 920-52

**SPURLING MOTOR BODIES, LTD.**

"THE NAME BEHIND THE SALE."

**BUY RIGHT.**

**1954** BEDFORD 7-ton long-wheelbase diesel truck

**1956** COMMER TSJ Eaton 2-speed truck.

**1956** BEDFORD 30-cwt. van, reconditioned engine.

**1957** THAMES 4D pantechnicon

**1958** BEDFORD 6-yd. diesel tipper.

**1958** BEDFORD 5-ton long-wheelbase truck.

**1956** BEDFORD 5-ton tipper.

**1955** FORD 4D boxvan.

**A** Selection of BEDFORD tippers suitable for site work.

**BUY S PURLING.**

USED VEHICLES INQUIRIES TO:-

**303 THE BROADWAY.**

CRICKLEWOOD, N.W.2.

Gta 2727 and 6687-9. 920-292

### BIRMINGHAM COMMERCIAL OFFER:-

**1956** Comet long-wheelbase tipper.

**1960** B.M.C. tipper.

**1961** MORRIS 30-cwt. Luton van.

**1954** FODEN 8-wheeler.

**1953** FODEN 6-wheeler.

**1960** BEDFORD 3-standing horsebox.

**1954** LEYLAND Comet tractor, 25-ft. trailer.

**BIRMINGHAM COMMERCIAL MOTORS, LTD.**

560 COVENTRY ROAD.

BIRMINGHAM, 10.

Phone, Victoria 0437. 920-455

**1958** COMMER 7-ton tipper, £495.

**1952** BEDFORD-SCAMMELL tractor, Comet engine, £2,500.

**1958** BEDFORD 10-12-cwt. bottle float, repainted, £260.

**1955** THORNYCROFT Sturdy, platform, £525.

**1952** THORNYCROFT Sturdy, drop-side, £185.

**1951** THORNYCROFT Sturdy, drop-side, £160.

**1957** MORRIS J2 van, £215.

**1957** COMMER 8-cwt. van, repainted, £195.

**1957** GUY Warrior, Meadows engine, alloy platform, £625.

**1953** LEYLAND Comet N.C. drop-side, £625.

**N**EWCASTLE (STAFFS), MOTOR CO., LTD.

NEWCASTLE ROAD.

TRENT VALE.

STOKE-ON-TRENT.

Phone, Newcastle (Staffs) 64621-2-3-4. 920-456

### AVAILABLE NOW:-

**1959** Traders, 7-ton short-wheelbase end tippers, steel bodies; choice of seven.

**1957** ALBION Reivers, short-wheelbase end tippers, alloy bodies; choice of three.

**T**HE above vehicles, in good condition, can be seen by appointment.

**PHONE.**

**HOVERINGHAM GRAVELS, LTD.**

LOWDHAM 3171. 920-373

August 4, 1961—THE COMMERCIAL MOTOR 41  
(Supplement)

## Used Goods Vehicles (contd.)

MARSHALLS (CAMBRIDGE), LTD., OFFER THE FOLLOWING

USED COMMERCIAL VEHICLES AT

AIRPORT GARAGE, NEWMARKET ROAD, CAMBRIDGE.

Phone, Cambridge 56291.

**1960** BEDFORD Marshall 12-seater busette, beige, £400.

**1959** THAMES Trader 7-ton platform truck, good condition throughout, £700.

**1957** BEDFORD 10-12-cwt. van, blue, £150.

**1956** BEDFORD 5-ton diesel normal-control chassis cab with large capacity bows van body, good cond. good tyres, £380.

**1956** ASTON 3-ton forward-control diesel truck, alloy drop-side body, good condition, £390.

**AT** 63 BRIDGE STREET, PETERBOROUGH.

Phone, Peterborough 66011.

**1960** AUSTIN A55 van, green, heater, low mileage, £425.

**1959** BEDFORD Kenibus, beige, fitted heater, taxed, good tyres, £415.

**1958** BEDFORD 6-ton drop-side truck, £700.

**1956** FORD Thames van, heater, £210.

**1955** BEDFORD shooting brake, good tyres, taxed, £245.

**AT** 120 GOLDINGTON ROAD, BEDFORD.

Phone, Bedford 68386.

**1958** FORD Thames 5-cwt. van, £265.

**AUSTIN** A55 pick-up truck, £300.

**1958** FORD Thames P6 long-wheelbase drop-sided, £325.

**1956** FORD 4D 3-ton long-wheelbase drop-side truck, £300.

**1956** MORRIS 5-cwt. van, £220.

**AUSTIN** A40 van, £195.

**1955** MORRIS 1-ton van, excellent condition, £145.

**MORRIS** 4-ton large capacity van, £110.

**1953** BEDFORD short-wheelbase 5-yd. tipper, recent reconditioned engine, good tyre equipment, £185.

**AUSTIN** 3-ton P6 drop-side truck, £97.

**1953** Short-wheelbase LAND ROVER, £210.

**1949** LEYLAND Comet platform truck, good running order, £145. 920-8

### ELT BROS., LTD.

**1956** FORDSON Thame 4SD diesel 30-cwt. lorry, £250.

**1955** FORDSON Thame 4-cylinder petrol 4-ton lorry, £185.

**1952** AUSTIN 5-ton long-wheelbase lorry, new engine, £175.

**1956** BEDFORD 7-ton short-wheelbase tippers, £185.

**1956** LEYLAND Comet long-wheelbase high-sided tipper, first-class condition, £730.

**1957** DOGGE 5-ton P6 diesel long-wheelbase lorry, all-alloy body, £285.

**1955** BEDFORD D-type petrol 5-ton long-wheelbase lorry, very clean, £425.

PART-EXCHANGE AND HIRE-PURCHASE A PLEASURE.

### ELT BROS., LTD.

BEDFORD AND VAUXHALL DEALERS.

DEAKINS ROAD.

BIRMINGHAM, 25.

Phone, Victoria 2742-3-4. 920-377

920-377

### A. E. CONNORTON, LTD., AUTHORIZED FORD AGENTS.

NEW Thame 5- and 7-cwt. vans, list price.

NEW FORD Trader 6D, Baico extension chassis, fitted with 1,500 cu.-ft. Luton body.

1960 FODEN, fitted drop-side Tasker twin-axle trailer, air brakes, 12-speed gearbox, C licence, one owner, £350.

1957 FODEN 6-wheel, 24-ft. drop-sided body, air brakes, 10.00 x 20 tyres, 12-speed gearbox, one owner, C licence, very clean.

1956 FODEN 6-wheel, 6LW, double drive, platform, 8.25 x 20 tyres, £500.

MORRIS B.M.C. unit and trailer, as new, one owner, C licence, £450.

THORNYCROFT 8-ton, 20-ft. truck body, 8.25 x 20 tyres, one owner, C licence, £275.

1952 BEDFORD 7-ton Scammell unit, petrol, £150.

1959 B.M.C. 7-ton diesel, Scammell unit, C licence, £550.

DODGE 2-ton van, £150.

HIRE-PURCHASE arranged.

CONNORTON, 328, Brixton Rd., S.W.9. Brixton 7962.

Sanderstead 1-77. 920-302

A37

### Used Goods Vehicles (contd.)

**COVENTRY AND JEFFS, LTD.**,  
COMMERCIAL VEHICLE SPECIALISTS.  
WE OFFER REASONABLE DELIVERY ON  
**NEW DODGE, LEYLAND, SEDDON AND**  
**A T K I N S O N V E H I C L E S .**

#### USED COMMERCIAL VEHICLES.

- 1959** LEYLAND Steer, long wheelbase, 11.3 engine, 4-wheel drive, transfer box, front and rear towing attachment, cab heater, one owner, £650.  
**1958** GUY Otter Mk. 3 standard drop-side truck, 6.5-ton, well tyred all round, owner driven from new, £795.  
**1957** BEDFORD 7-ton standard tipper with high-loading platform, a clean and tidy truck, reasonably well tyred, £795.  
**1957** SEDDON Mk. 15 tipper, well tyred, one owner from new, ready for the road, £750.  
**1959** standard drop-side truck with Leyland engine, well tyred and clean throughout, £725.  
**1956** B.M.C. medium-wheelbase tipper, recent engine overhaul, tyres reasonable, and general condition good, £750.  
**1959** FORD Thames Trader tipper, standard all-metal body, tyres fair, general condition good, £695.  
**1957** BEDFORD normal-control tipper, clean, well-kept vehicle, Bedford's own engine, reasonably well tyred, £750.  
**1956** LEYLAND medium-wheelbase tipper, underfloor tipping gear, all-metal body, in fair condition all round, £575.  
**1953** LEYLAND Comet medium-wheelbase tipper, one owner from new, well tyred, in good condition all round, £550.  
**1955** DODGE 146R6 medium-wheelbase diesel tipper, Eaton axle, Perkins P6 engine, reasonably well tyred, £575.  
**1957** DODGE standard 14-ft. 6-in. drop-side truck, well tyred, one owner from new, a very clean truck, choice of two, £475.

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920-9

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#### NEW VEHICLES.

- FORD Trader 7-ton 160-in. wheelbase chassis and cab, fitted with 6D diesel engines and Primrose twin-steer front and rear tipping gears and bodies available for immediate fitting.  
GUY Invincible 8-wheeler, fitted with a Gardner 6LX engine, power steering and double drive, available as platform truck, drop-side or tipper.  
GUY Warrior light 6-wheeler, fitted with A.E.C. 7.7-litre diesel engine and Eaton 1800 2-speed rear axle, 15-ft. 3-in. and 17-ft. 9-in. wheelbase chassis-cab.

#### USED VEHICLES.

- AUSTIN B.M.C. 7-ton, 1955, fitted with 6-cylinder diesel engine and 14-ft. 6-in. steel tipping body with 4-ft. 6-in. sides, ready for immediate delivery.  
COMMER TS3 articulated unit, complete with 22-ft. platform semi-trailer, good general condition.  
COMMER 1956 TS3 7-ton tipper, fitted with wooden body 12 ft. 6 in. long, 2-ft. 6-in. sides and top hinged tailboard, tyres and mechanical condition very good, used, £650.  
LEYLAND Comet July, 1959, tractor unit, complete with Scammell 25-ft. drop-side wooden-bodied semi-trailer and fifth-wheel coupling, an exceptionally good vehicle, in very nice condition throughout.  
FORD Trader 7-ton 160-in. wheelbase tippers, September, 1959, fitted 6D engine, 14-ft. 6-in. long steel body with 4-ft. drop sides, choice of two, both low mileage and in very good condition.  
LEYLAND Comet, fitted with 14-ft. 6-in. fixed-side tipping body, in good clean condition.

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**1957** AUSTIN A50 van, heater, perfect condition, including tyres, £225.  
**1960** BEDFORD CAS 10-12-cwt. van, £350.  
**1958** BEDFORD CAS 15-cwt. van, in very good condition, £235.  
**1958** AUSTIN A55 van, in tip-top condition, £295.  
**1959** FORD Thames 10-12-cwt. van with side entrance, excellent order, £295.

NEW TK and J BEDFORDS also in stock. Phone, Mountview 3451. 920-355

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### Used Goods Vehicles (contd.)

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CALL AT BROWNHILLS AND INSPECT OUR LARGE RANGE OF LEYLAND AND ALBION VEHICLES.

- NEW LEYLAND Comet CS3/2R short-wheelbase tipper, 1 side body.  
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NEW LEYLAND Super Comet, fitted 23-ft. 6-in. platform body.  
NEW LEYLAND Super Comet, fitted Primrose steer axle, Pilot tipping gear, 20-cu.yd. fixed-sided body.

NEW LEYLAND Comet tractor unit, complete with 5-wheel coupling and Scammell 25-ft. 12-ton trailer body.

NEW LEYLAND Comet, normal control, 14-ft. 6-in. long-wheelbase drop-side body, £900.

LEYLAND Octopus 8-wheeler, 24-ft. platform body, £1075.

ALBION Chieftain, long-wheelbase platform body, £400.

B.M.C. diesel short-wheelbase drop-sides, £350.

GUY Otter, P6 engine, long-wheelbase platform, £450.

BEDFORD short-wheelbase tipper, diesel, £275.

NEW trailers, Scammell, 12- and 14-ton, 25-ft. from stock.

FIFTH-WHEEL or Scammell couplings.

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**1960** COMMER TS3 Scammell tractor unit, 5-speed, heater, good tyres, excellent order.

**1960** LEYLAND Comet, CS 3/3 chassis-cab, 6-speed, heater, flasher, in good order.

**1957** COMMER TS3 7-ton platform, good order.

**1959** COMMER TS3 Scammell tractor unit, good order.

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NEW BEDFORD TK 12-ton diesel tractor unit with 2-speed axle, without Scammell coupling, 3-speed gearbox, 2-speed axle.

NEW BEDFORD TK 5-ton diesel long-wheelbase alloy cattle container.

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NEW BEDFORD TK 7-ton diesel chassis-cab, 2-speed axle.

NEW BEDFORD TK 7-ton diesel tipper, Leyland A10 engine in stock, new vans and rice tippers.

LARGE selection of quality used trucks at the right price.

1959 7-ton diesel high-sided tipper, £750.

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1955 7-ton petrol long-wheelbase forward-control drop-side, £250.

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1958 AUSTIN 15-cwt., green-cream, £295.

1958 MORRIS Oxford pick-up with tilt, £280.

1957 LAND ROVER 88-in. diesel, £450.

1960 FORD 5-cwt., grey, £260.

1959 AUSTIN A35, blue, seats, heater, £295.

1958 MORRIS 1000 1-ton, grey, heater, £265.

1958 GREAT WESTERN MOTORS, READING. 920-493

### Used Goods Vehicles (contd.)

**K. AND F. (COMMERCIALS), LTD.**,  
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**NEW VEHICLES AVAILABLE FOR IMMEDIATE DELIVERY.**

**O**NE new GUY light 6-wheeler, 15-ft. 3-in. tipper, 20-ft. long wood and alloy coal body.  
**O**NE new DODGE 3165AZ 6-wheel tipper, York axle, wood and alloy coal body.

#### USED VEHICLES.

**1960** GUY Invincible 8-wheel tipper with 21-ft. 6-in. long coal body, £3,750.

**1960** DODGE 7-ton long-wheelbase tipper with steel body, Leyland Comet engine, York axle, £2,600.

**1959** DODGE 7-ton long-wheelbase tipper with steel body, £700.

**1958** FORD Trader 7-ton tipper with wood and alloy body, £650.

**1958** November, LEYLAND Comet forward-control tipper with all-alloy body, £930.

**1958** OCTOBER, 1958, DODGE 3165AZ forward-control tipper with wooden body, £850.

**SEPTEMBER, 1958,** DODGE 146AR6 7-ton platform lorry, £700.

**1958** BEDFORD S-type 7-ton tipper with steel body, £600.

**1957** MORRIS 6-wheel tipper, Boys axle, with 17-ft. 6-in. long steel body, £850.

**1956** BEDFORD S-type 7-ton tipper with wooden body, £425.

**1955** BEDFORD 5-ton A-type medium-wheelbase tipper, £250.

**1954** SENTINEL 6-wheel tipper, A.E.C. 7.7 engine and gearbox, all-alloy coal body, Pilot tipping gear, £695.

**1954** ALBION long-wheelbase platform lorry, £295.

**1954** DEALERS FOR DODGE AND MORRIS COMMERCIALS.

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**1958** B.M.C. 7-ton long-wheelbase truck, 2-speed power steering, £725.

**1959** MORRIS 4-wheel-drive scow-end tipper, diesel engine, £825.

**1951** LEYLAND Octopus 8-wheeler 600 engine, double drive, £500.

**1952** E.R.F. 8-ton long-wheelbase truck, 4.L.W. Diesel engine, £550.

**1959** BEDFORD 15-cwt. van, long wheelbase, £275.

**1956** COMMER TS3 long-wheelbase truck, £300.

**1956** AUSTIN 3-ton forward-control long wheelbase, new engine recently fitted, £275.

**1956** BEDFORD 5-ton long-wheelbase tipper, petrol, new body, £275.

**1954** AUSTIN B.M.C. 7-ton short-wheelbase tipper, 22,000 miles, £775.

TERMS AND EXCHANGES ARRANGED.

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**1956** THORNYCROFT Sturdy 7-ton with 21-ft. 6-in. body, 6-cylinder engine, just been overhauled, new stamping to all ends, shackles and hangers renewed, vehicle has not been re-painted or reconditioned. This is a good vehicle and is offered at a bargain price. We just don't understand how this vehicle has not been sold, £250.

**1955** ALBION Chieftain, with 18-ft. platform, very clean machine, £350.

**1956** BEDFORD 7-ton flat platform with reconditioned Perkins R6 engine, 24-ft. 6-in. £395.

**1956** AUSTIN 7-ton B.M.C. drop-side truck, with Eaton 2-speed axle, completely reconditioned, £375.

**1954** LEYLAND Octopus with double-drive axle, with Leyland 600 engine, 3-speed gearbox, 24-ft. platform, well shod, £850.

**1953** FORD 7-ton drop-side truck with Gardner 6LW engine, 24-ft. 6-in. £800.

**1959** BEDFORD 7-ton flat platform truck with Bedford diesel engine, 9.00 x 20 12-ply tyres, £800.

**1956** DODGE 6-ton flat, with P6 engine and 2-speed Eaton axle, 5-speed box, well tyred, £495.

**1956** BEDFORD 7-ton flat platform truck with newly-reconditioned R6 engine, £395.

**1958** BEDFORD 7-ton drop-side truck with Bedford's own engine, engine just been reconditioned, £595.

**1953** SEDDON 6-ton Luton van with Perkins P6 engine, 1,250-cu.-ft. capacity, £395.

**1955** AUSTIN Londstar 5-ton truck, complete with single-deck cattle float, £275. 920-359

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### Used Goods Vehicles (contd.)

**C. L. AND H. L. BLUNDELL, LTD.**  
AUSTIN, DODGE MAIN DEALERS  
AUSTIN 5-ton normal-control petrol chassis and cab, £100.  
AUSTIN 7-ton forward-control tipper, steel body, extras, £115.  
DODGE 9-ton chassis and cab, 2-speed axle, air brakes, £125.  
power steering, 375-cu.-in. engine, 10.00 x 20 tyres, £125.  
**TIPPERS.**

**1957** AUSTIN diesel 5-ton short-wheelbase, as new throughout, £225.  
**1947** COMMER 4x4, petrol-engined tipper, good condition throughout, £95.

#### TRUCKS.

**1960**, August AUSTIN 7-ton platform, 9.00 x 20 tyres, heater, dashers, £895.  
**1959** THAMES TRADER 7-ton platform, 20-ft. body, reconditioned engine, £725.  
**1956** BEDFORD 7-ton flat platform, R6 engine, £250.  
**1956** THAMES 4D 5-tonner, good condition, choice of two, £325.  
**1955** BEDFORD 5-ton drop-side, A model, petrol, good condition, choice of two, £275.  
**1954** BEDFORD 7-ton petrol drop-side truck, fair throughout, £250.  
**1953** DODGE 5-tonner, P6 engine, £225.  
**1952** BEDFORD 5-ton OL model, average condition, choice of three, £75.  
**1950** ALBION 8-wheeler, good condition, choice of two, £385.  
**1948** ATENSON 8-wheeler, good condition, 6LW engine, choice of two, £500.  
**1948** E.R.F. 6-wheeler, good condition, choice of three, £300.  
**1947** E.R.F. 7-tonner, LW engine, £345.  
**1946** LEYLAND Beaver good condition, £325.  
**1944** LEYLAND Beaver, fair condition bodily, good mechanically, choice of two, £245.

#### VANS.

**1960** BEDFORD long-wheelbase 15-cwt. van, good condition, £360.  
**1959** THAMES 10-cwt., 21,000 miles only, new engine and tyres, as new, £165.  
**1956** THAMES 10-cwt., new engine, £100.  
**1955** THAMES 10-cwt., fair condition, £85.  
**1953** COMMER 3-ton van with side-loading doors and integral cab, 100% condition throughout, new tyres, £175.  
**1951** AS above but requires tidying, £75.  
**1948** BEDFORD, 5-ton pantechnicon body, integral 3-seater cab, walk-in well on rear, £95.

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**DODGE** cattle trucks on 7-ton long-wheelbase diesel chassis, with 2-speed and Balco extension, good condition, choice of 6, £600 each.  
**DENNIS** Jubilant 6 x 4 10-cu.-yd. tipper, 1950, good condition (choice of 2), offers please.  
**COMMER** TS3, 1956, platform lorry, 18 ft. long, reconditioned engine, air-braking system 10,000 miles, good tyres, cheap at £450.  
**COMMER** TS3 platform lorries, 18 ft., good tyres, excellent condition, choice of 2, 1957, at £550; 1958 at £650.  
**L AND ROVERS**, 1955 long-wheelbase petrol pick-up truck, reconditioned engine, £400.

**GOOD SELECTION OF VANS AND PICK-UPS.**  
IMMEDIATE DELIVERY OF A.E.C., DODGE, FORD, STANDARD AND LAND ROVER COMMERCIAL VEHICLES.

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**1955** BEDFORD P6 5-ton drop-sider.  
**1956** DODGE P6 long-wheelbase tipper.  
**1955** BEDFORD R6 long-wheelbase tipper, one owner.  
**1957** BEDFORD R6 7-ton flat.

**E.R.F.** 68G.  
**1955** THORNYCROFT Sturdy Star drop-side.

**PARRS (LEICESTER), LTD.**

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IMMEDIATE DELIVERY.

**N** EW ALBION CH3AXL Chieftain chassis and cab, fitted 9.00 x 20 in. 6-speed gearbox, heater, etc.  
**N** EW ALBION VT19AN chassis and cab.

**N** EW 7-ton 6D long-wheelbase Trader chassis and cab, 9.00 x 20 tyres, other extras.

**1960** B.M.C. 7-ton long-wheelbase drop-side lorry.

**1959** ALBION CH3XL platform lorry, excellent condition, 9.00 x 20 in. 6-speed gearbox, heater, etc.  
**N** EW B.M.C. Super Comet long-wheelbase, good order throughout, £725.

**1958** ALBION Clydesdale, 21-ft. platform body, power steering, £725.

**1958** THAMES Leyland Comet engine, immaculate condition throughout.

**1958** ALBION Reiver 6-wheel, double-drive axle, 21-ft. 6-in. platform body, immaculate condition throughout.

**1956** October, A.E.C. 9.6 Majestic, twin steer, air brakes, 21-ft. platform body, good condition.

**1956** AUSTIN B.M.C. 7-ton, 2-speed axle, power steering.

**1955** ALBION FT37CL platform lorry, good order.

**1955** LEYLAND Comet 90 hydraulic tipper, fixed sides, alloy 7.00 x 14-in. yd. body, good order.

**1955** BEDFORD R6 10-ton tractor, Scammell coupling.

**1953** ALBION Chieftain platform lorry, under 3 tons.

**1952** E.R.F. Gardner 5LW, 18-ft. platform body, 5-speed gearbox, fitted trailer hook, very fine condition.

**1949** MAUDSLAY Meritor, 9.6 A.E.C. engine, 8-wheel double-drive chassis and cab, mechanically sound.

**1948** A.E.C. Matador, 9.6 unit, 18-ft. platform lorry.

WE SOLICIT YOUR INQUIRIES.

#### ENGINES.

**A.E.C.** 7.7 from £50 each. Leyland 7.4 complete from £15 each.

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**1961** COMMER 4-berth go-lux Caravelle, 2,500 c.c. new.

**1958** 7-ton Thames Trader fixed-sided steel-bodied tipper, £750.

**1958** 7-ton Thames Trader fixed-sided steel-bodied short-wheelbase tipper, £650.

**1956** Thames 3-ton truck with 4-cylinder diesel engine, £275.

**NEW**

**THAMES** Trader 7-ton 108-in. drop-side and fixed-side tippers ex stock.

**THAMES** Traders, 138-in. and 160-in. chassis-cabs, ex stock.

7-, 12- and 15-cwt. vans, early delivery.

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**1960**-61 ThAMES Trader 7-ton short-wheelbase tipper, 9.00 x 20 tyres, heaters, etc., genuine mileage 600-800 on road, approximating over £1,500, now available at £1,095 each. Three only.

**1959** ThAMES Trader 7-ton short-wheelbase tipper, clean condition, privately owned, choice of four, from £650.

**1959** ThAMES Trader 7-ton long-wheelbase lorry, very small mileage, as new, £775.

**1957** BEDFORD diesel 7-ton long-wheelbase twin-ram tipper, large double-drop-side body, overhauled and repainted, £650.

**1956** BEDFORD-SCAMMELL S-type tractor, Leyland Comet engine, very clean condition, only £375.

**1947** BEDFORD-Duple Vista 29-seater luxury coach, immaculate condition, certificate of fitness 1963, £175.

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TERMS AND EXCHANGES.

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Phone, Glossop 2902-3.

AFTER HOURS 2356. 920-431

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(Supplement)

### Used Goods Vehicles (contd.)

**BEECH'S GARAGE (HANLEY), LTD.**

DISTRIBUTORS FOR E.R.F., SEDDON, GUY.

**N** EW B.M.C. 7-ton 150-in.-wheelbase chassis and cab, in stock, immediate delivery.

**N** EW York 4-in-line 27-ft. platform trailer with dual axles, 2-in. vacuum, in stock, immediate delivery.

**1960** B.M.C. 7-ton, 174-in. drop-side, 2-speed axle, power steering, in excellent condition.

**1961** B.M.C. 7-tonner twin-ram tipper, 15-ft. x 6-ft. high-sided body, 5-speed gearbox, power steering, load x 20 tyres, equal to new.

**1959** B.M.C. 7-tonner, Gardner 6LW engine, 24-ft. drop-sided body, single-drive axle, 9.00 x 24 tyres, in excellent condition.

**A.E.C.** Matador 4 x 4, ex-M.O.S., in excellent condition.

**1959** FORD 7-ton boxvan, inside measurement 20 ft. 5-in. high x 7 ft. 6-in. wide, 9.00 x 20 tyres, in first-class condition.

**1955** E.R.F. Model 4G(O), Gardner 4LW engine 2-speed axle, 20-ft. drop-sided body, 9.00 x 20 tyres, new in very good condition.

**1958** DYSON 4-wheel independent 16-ft. platform trailer, air pressure brakes, 40 x 8 tyres, in excellent condition.

**1954** E.R.F. 6-wheeler, 24-ft. drop-sided body, Gardner 6LW engine, 9.00 x 20 tyres, double-drive axle, in very good condition.

**1959** FORD 6-wheeler County conversion, 2-speed rear axle, 22-ft. drop-sided body, 9.00 x 20 tyres, in excellent condition.

**1959** E.R.F. 6-wheeler, double-drive axles, 11.3-litre engine, 24-ft. platform body, 40 x 8 tyres, automatic chassis lubrication, in very good condition.

**1957** ATKINSON 8-wheeler, double-drive axles, 24-ft. platform body, 40 x 8 tyres, A.E.C. 11.3-litre engine, in very good condition.

**1952** E.R.F. 6-tonner, Gardner 4LK engine, 16-ft. drop-sided body, in very good condition.

**1952** SCAMMELL 25-ft. 12-ton trailer, fitted 3-piece drop-sided body immediate delivery.

**BEECH'S GARAGE (HANLEY), LTD.**

LEEK ROAD, HANLEY, STOKE-ON-TRENT.  
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**SPA GARAGE (LEEDS), LTD.**

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**A** LBION. **L** EYLAND. **C** OMMER.

**N** EW registered BEDFORD TK tractor unit, Leyland engine, 2-speed axle, heater, special radiator, for immediate delivery. ALBION Chieftain CH7TR.

**A** LBION Chieftain CH3ALT chassis-cab.

**A** LBION Chieftain CH3ALT chassis-cab.

**15**-TON twin-line Bowden trailer, 26-ft. platform body, 10.00 x 20 tyres.

**1956** ALBION Reiver tipper.

**1959** 7-ton B.M.C. 8.25 x 25, boxvan body.

**1958** LEYLAND twin steer, 600 engine, chassis lubrication, alloy platform, good tyres, well maintained; choice of two.

**1958** BEDFORD 7-ton, long-wheelbase, Leyland engine, 9.00 x 20 tyres, drop-side body.

**1958** FORD Trader 7-ton, 6DL engine, 9.00 x 20 tyres, platform body.

**1957** LEYLAND Comet 90, long wheelbase, Eaton engine, 9.00 x 20 tyres.

**1955** ALBION Reiver, Leyland engine, 8.25 x 20 tyres, 22-ft. platform body.

**1955** ALBION Reiver, Albion engine, 8.25 x 20 tyres, 22-ft. platform body.

**1954** FORD 6-tonner, Trident, 9.00 x 20 tyres, 20-ft. platform body.

**1954** ALBION Victor, 8.25 x 20 tyres, 20-ft. platform body.

**1950** ALBION CX, long-wheelbase platform body, good runner.

920-242

**PHILLIPS MOTOR SERVICES (SHEFFIELD), LTD.**

**A.E.C. DODGE TROJAN SERVICE.**

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NEW vehicles in stock for immediate delivery.

ONE A.E.C. Mercury long-wheelbase chassis and cab.

ONE FORD Trader long-wheelbase tipping vehicle.

SECOND-HAND vehicles:

**1959** B.M.C. 6-wheeler tipping vehicle.

**1958** FORD Trader long-wheelbase platform.

**1957** GUY Warrior long-wheelbase drop side.

**1957** BEDFORD diesel long-wheelbase dropside.

**1956** FORD Thames long-wheelbase dropside.

**1955** ALBION Clydesdale long-wheelbase platform.

**1956** DODGE tipping vehicle, long wheelbase.

**443 HANDSWORTH ROAD.**

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**N**EW ATKINSON T1265X (Gardner 6LX 150 b.h.p.) 6-wheel double-drive tractor unit, power steering.

**R**EASONABLE delivery of:

**N**EW ATKINSON T1265X (Gardner 6LX 150 b.h.p.) 8-wheel Milshaw 23-ft. alloy tipper, 40 x 8.  
**N**EW ATKINSON L1265T (Gardner 5LW) 12-ton light-wheeler Milshaw 18-ft. alloy tipper, unladen weight 64 tons.  
**N**EW ATKINSON T146X (Gardner 6LX 150 b.h.p.) 4-wheel tractor fifth-wheel coupler.

**1960** ATKINSON L1786X (Gardner 6LX engine) 17-ton 8-wheel double-drive 24-ft. platform.  
**1960** MORRIS 5LW 5-ton 5.1-litre 7-ton 4-wheeler alloy tipper, choice of six.  
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**1961** Thame 4-cylinder petrol chassis-cab, 500 miles only, £605.

**1960** BEDFORD CA VAN, LONG WHEELBASE, 5,000 MILES, UNWRITTEN, EXCELLENT, £555.

**1959** THAMES 5-CWT. VAN, UNWRITTEN, ONE OWNER, 10,000 MILES, £425.

**1958** (LATE) THAMES 15-CWT. VAN, WITH HEATER, EXCELLENT ORDER, £275.

**1958** AUSTIN A101 10-CWT. VAN, UNWRITTEN, LOW MILEAGE, EXCELLENT, £225.

**1957** DODGE 6-TON DIESEL TIPPER, 6-CU.-YD. ALLOY BODY, EXCELLENT, £625.

**1956** DODGE 6-TON SHORT-WHEELBASE DIESEL TIPPER, 6-CU.-YD. BODY, EXCELLENT, £725.

**1955** AUSTIN 3-TON LONG-WHEELBASE TRUCK, PETROL, FAIR CONDITION, £165.

**1956** ALBION 10-12-CWT. VAN, STEEL BODY, EXCELLENT, 10,000 x 20 14-PLY TIRES.

**1954** ALBION 7-TON DIESEL TIPPER, 8-CU.-YD. STEEL BODY, EXCELLENT CONDITION, £490.

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920-403

A41

### Used Goods Vehicles (contd.)

**PRICE'S (EARL SHILTON), LTD.**  
DISTRIBUTORS OF ATKINSON, SEDDON, COMMERCIAL VEHICLES, YORK SEMI-TRAILER AND THIRD AXLE.

**NEW ATKINSON 6LX tractor unit, air brakes.**  
**NEW ATKINSON 8-wheeler chassis and cab, air brakes.**  
**NEW SEDDON 8-wheeler chassis and cab, LX engine.**  
**NEW FORD Trader 75 160-in.-wheelbase chassis and cab.**  
**NEW AUSTIN 11-seater P.S.V. Minicoach, M.O.T. certificate.**  
**NEW COMMER Cob van, choice of two.**

**GARDNER 6LX 150 b.h.p.-engined GUY tractor, 1960, fitted 6-speed gear, steel double-reduction rear axle, air brakes, flashers, heater, trailer brake control in cab, 10.00 x 20 12-ply tyres, auto lubrication, fifth-wheel coupling, £2,250.**

**YORK 20-ton T.W.S. semi-trailer, 27 ft. with head-separate, new but offered at special price with or separate.**

**1959 ATKINSON 8-wheeler, 6LW Gardner engine, £1,750.**

**YORK 12-ton DWD semi-trailer, 26 ft. long, 9.00 x 20 12-ply tyres ex demonstrator.**

**COMMER 1960 6-wheeler tipper, one owner.**

**DODGE 1960 6-wheeler tipper, one owner.**

**FORD 5-cwt. vans, choice several, £185.**

**DEALERS FOR FORD, AUSTIN, DODGE, COMMER, KARRIER AND LAND ROVER.**

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BRITAIN'S FIRST FORD DEALER.

**EARLY DELIVERY OF THAMES AND TRADERS.**

### SELECTION OF USED VEHICLES.

**1960 AUSTIN 7-ton 8-yd. tipper, steel body (two of) at £900.**

**1958 7-ton Trader, platform body, choice of three, £600.**

**1957 7-ton 4D drop-side truck, £375.**

**1957 BEDFORD 300-cu.-in. 5-ton diesel drop-side truck (2 tons 17 cwt. 9 lbs.), £490.**

**1957 BEDFORD 300-cu.-in. 6-ton diesel, 18-ft. drop-side body (2 tons 15 cwt. 95 lbs.), £575.**

**1957 COMMER TS3 7-ton platform truck, 20-ft. body, £490.**

**1956 BEDFORD articulated (R6) diesel and 26-ft. Scammell trailer (4 tons 18 cwt.), £795.**

**PERCY HENDY, LTD.**

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THAMES HOUSE, CHANDLERS FORD 2271.  
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**VARIOUS tippers, long and short wheelbase; also tractor, flats and small vans.**

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### CATERHAM MOTOR CO., LTD.

**1960 FORD Thames 15-cwt. van, blue, heater, good condition, £345.**

**1960 BEDFORD Utilicar, green, good condition, £435.**

**1959 MORRIS MINOR 1000 van, grey, 18,000 miles, excellent condition, £295.**

**1956 COMMER minor-control drop-side truck, 7-ton, good condition, £295. Caterham Motor Co., Ltd., 59-69 Croydon Rd., Caterham. Phone 4242. 921-6248**

**1951 ALBION Chieftain diesel 6-wheeler drop-side truck, £150.**

**1950 NEW GUY 8-wheeler platform, 9.6 engine, well tyred, £350.**

**1959 COMMER 7-ton short-wheelbase tipper, TS3, 5-speed gearbox, very clean, air brakes, 9.00 x 20 tyres, £750.**

**1958 NEW COMMER 7-ton short-wheelbase tipper, TS3, air brakes, 9.00 x 20 tyres, £550.**

**1955 COMMER 7-ton short-wheelbase tipper, engine, gearbox and axle O.K., cheap for breaking up, £195.**

**1958 BEDFORD A-model short-wheelbase tipper, Bedford diesel engine, £295.**

**1948 MAUDSLAY 7-ton flat platform, reconditioned Gardner engine, £250.**

**1953 COMMER 7-ton long-wheelbase alloy platform, £150.**

**1955 COMMER 7-ton short-wheelbase tipper, £95.**

**HAMBLLINS GARAGE,**

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ESTABLISHED 42 YEARS.

**ULTON vans and pantechnicons.**

**1,300 CU.-FT. 1954 GUY petrol pantechnicon, in good condition, £250.**

**1,220 CU.-FT. 1954 SEDDON P6 diesel pantechnicon, very little used, used by large C-licence operator, in excellent order, £275.**

**1,200 CU.-FT. 1959 AUSTIN pantechnicon, diesel, 3-seater, integral cab, drop well, unladen weight 2 cwt., £600.**

**900 CU.-FT. 1955 FORD 4D diesel Luton, good order with Plywood body, £230.**

**468 CU.-FT. 1953 BEDFORD 3-ton van, used on wines and spirits, £240.**

**TRUCKS and units.**

**1957 BEDFORD D4A1 300 diesel with Scammell hitch, and 22-ft. Scammell trailer, choice of two, £295.**

**1956 BEDFORD 5-ton petrol tipper, £320.**

**1955 BEDFORD diesel 10-ton unit, 5th-wheel coupling and 22-ft. Perkin trailer, £295.**

**1955 DODGE 6-ton petrol tipper, b.c.u.-ft. drop-side steel body, in good condition, £180.**

**1955 AUSTIN 2-ton diesel truck, very good condition, £295.**

**1955 BEDFORD 8-ton Scammell unit, £240.**

**1953 AUSTIN Loadstar P6 diesel truck, £150.**

**CHANDLERS MOTORS, LTD., 71 Greenwich South St., London S.E.10. Gre 2033-4. 920-475**

**1955 SEDDON 7-TON LONG-WHEELBASE DROP-SIDE TRUCK, P6 DIESEL, EXCELLENT CONDITION.**

**1954 SEDDON 3-TON BOXVAN, PERKINS DIESEL, CHOICE OF TWO.**

**1960 ALBION CLAYMORE LUTON VAN, 1,200 CU.-FT. BURTONWOOD PAILLIFT, AUTOMATIC LUBRICATION, EXCELLENT CONDITION.**

**1959 FORD TRADER 3-TON LUTON 4D DIESEL VAN, CHOICE OF TWO, EXCELLENT CONDITION.**

**NORMAND, LTD.**

CUMBERLAND AVENUE,  
N.W.10.

Elgar 7757. 920-43

### W. J. BOYES AND SON, LTD.

**NEW E.R.F. 8-wheeler, Gardner 6LX engine, 9.00 x 20 12-ply tyres, £490.**

**NEW BEDFORD 300-cu.-in. 6-ton diesel, 18-ft. drop-sided body (2 tons 15 cwt. 95 lbs.), £575.**

**1957 COMMER TS3 7-ton platform truck, 20-ft. body, £490.**

**1956 BEDFORD articulated (R6) diesel and 26-ft. Scammell trailer (4 tons 18 cwt.), £795.**

**1955 E.R.F. 6-yd. end-tipper, Gardner 4LK engine.**

### W. J. BOYES AND SON, LTD.

PECKHAM, S.E.15.  
NEW CROSS 3111. 920-83

### USED UNITS.

**1958 A.E.C. Mustang, 7.75 engine, long-wheelbase platform.**

**1958 GUY Warrior tipper, Meadows engine, 24-ft. drop-sided body.**

**1958 DODGE 7-ton long-wheelbase platform, P6 engine.**

**1955 A.E.C. Mercury long-wheelbase platform, air brakes.**

**1954 GUY Otter long-wheelbase platform, 4LK engine, 24-ft. drop-sided axle.**

**1954 ATKINSON 8-wheeler long-wheelbase platform, 6LW engine.**

**SEND for detailed priced list of all our vehicles.**

### USED UNITS.

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### FERRARIS OF CRICKLEWOOD, LTD.

200-220 CRICKLEWOOD BROADWAY,  
N.W.2.

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**1958 NEW Thame 15-cwt. vans and trucks, also 12-seaters.**

**1958 NEW Thame 3.5-ton trucks.**

**1958 NEW Thame Trader Lutons.**

**1958 NEW MORRIS Minor vans.**

**1958 NEW MORRIS vans, 10-30-cwt., J2, J4 and LD.**

**ALL the above vehicles available from stock.**

**1959 MORRIS J2 13-seater bus, also 1957 van.**

**MORRIS 30-cwt. truck.**

**Thames 3-ton 4D diesel truck; also 30-cwt.**

**Thames 1,000-eu.-ft. diesel Luton.**

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**HENRY EATON, LTD.**

**1954 December, ALBION Chieftain double-deck cattle truck, container body, £385.**

**1960 NEW 3-ton Reiver, double-drive, third differential, 24-ft. alloy body, 9.00 x 20 Good Year Super Nylons, one owner.**

**A ATKINSON 7-ton short-wheelbase hydraulic tipper, Gardner engine, £295.**

**1958 October, BEDFORD 7-ton long-wheelbase diesel engine, £495.**

**BEDFORD 6-ton long-wheelbase platform lorry, Bedford 300 diesel engine, £450.**

**1958 BEDFORD 7-ton long-wheelbase tipper, Mercedes-Benz engine, £225.**

**E.R.F. 5-speed gearbox, £195.**

**1959 October, THAMES Trader 6D tractor, S.A.E. coupling, very clean, £745.**

**FORD 4D 4-ton short-wheelbase hydraulic tipper, £250.**

**1954 4D 3-ton drop-side truck, £250.**

**1954 LEYLAND Comet short-wheelbase hydraulic tipper, alloy body, 2-speed axle, £450.**

**1960 MORRIS diesel 7-ton medium-wheelbase tipper, Morris gear, high-sided alloy body, 9.00 x 20 tyres.**

**1957 SEDDON MK. 15 7½-ton long-wheelbase platform lorry, £650.**

**1949 SEDDON 6-ton P6 long-wheelbase platform from £125 each.**

**SENTINEL 7-ton long-wheelbase platform lorry.**

**1955 December, THORNYCROFT Sturdy Star box-525, van, very clean, good tyres, ex private firm, £525.**

**EXCELLENT FACILITIES FOR EXAMINATION AND TRIALS.**

**CONFIDENTIAL HIRE-PURCHASE AND PART-EXCHANGES ARRANGED.**

**HENRY EATON, LTD.**

107 PALMERSTON STREET,

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Phone, Ardwick 3146.

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**1957 ALBION Reiver tippers, short wheelbase, choice of six.**

**1957 ALBION Reivers, drop-side, choice of two.**

**1956 BEDFORD diesel tipper, choice of two.**

**1958 B.M.C. 7-ton drop-side.**

**1961 COMMER tractor unit, 5th-wheel coupling.**

**1958 DODGE twin-steer 21-ft. drop-side.**

**1958 SENTINEL 6-wheel double-drive.**

**PART-EXCHANGES HIRE-PURCHASE.**

**COMMERCIAL MOTORS (CLAY CROSS), LTD.**

CLAY CROSS, DERBY.

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### OVER HALL GARAGES, LTD., VAUXHALL AND BEDFORD DEALERS.

**1960 COMMER 15-cwt. diesel van, one owner, low mileage.**

**1958 BEDFORD 25-cwt. van, one owner, good order.**

**1954 AUSTIN 5-ton drop-side truck, reconditioned engine, good tyres.**

**1953 A.E.C. 8-wheeler tipper, 24 cu. yds., recon-  
9.9 engine, well tyred.**

**1953 BEDFORD 10-ton tractor unit, petrol, S.A.E. coupling.**

**THREE BEDFORD 7-ton diesel P6 tippers, 12-cu.-yd. alloy bodies, £325 each or £950 the lot.**

**SELECTION 1958-59 FORD and Austin 15-cwt. vans.**

**1958 NEW 15-cwt. BEDFORD van.**

**OVER HALL GARAGES, LTD., STAINES ROAD, BEDFORD, MIDDX.**

Ashford 5741.

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### DEES OF CROYDON.

CROYDON 6011.

**A SELECTION OF OUR USED VEHICLES, MANY COVERED BY AI WARRANTY AND ALL IN SOUND ROADWORTHY CONDITION.**

**1959 BEDFORD 300 diesel 7-ton long-wheelbase truck, 8.25 x 20 12-ply tyres, £710.**

**1954 COMMER TS3 7-ton flat truck, clean, £300.**

**1955 BEDFORD R6 7-ton truck, 8.25 x 20 tyres, £295.**

**1958 Trader articulated unit, £550.**

**1959 Trader 5-ton 4D 152-in.-wheelbase truck, £660.**

**HUBERT DEES, LTD.**

15-19 BRIGHTON ROAD,

SOUTH CROYDON.

Croydon 6011.

920-117

### Used Goods Vehicles (contd.)

**W. HAROLD PERRY, LTD.**  
MAIN FORD DEALERS.  
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- 1960** Thame 7-cwt. van, heater, excellent condition, £325.  
**1960** Thame 5-cwt. van, low mileage, heater, £310.  
**1959** Thame 5-cwt. vans from £285.  
**1959** Thame 15-cwt. van, resprayed, excellent condition, £325.  
**AUSTIN** 15-cwt. Omnivan, 14,000 only, £375.  
**1960** Thame 15-, 12-seater, heater, radio, £485.  
**1959** BEDFORD long-wheelbase 12-seater Workbus, 7,000 miles, 2-ton, £465.  
**1960** Thame Trader 7-ton long-wheelbase, 6D diesel, platform truck, very good condition, 9.00 x 20 tyres, £795.  
**1960** Thame Trader 7-ton long-wheelbase, 6D diesel, platform truck, low mileage, power steering, 9.00 x 20 tyres, excellent condition, £925.  
**GOOD** selection of Thame and Bedford light vans and 12-seaters. Hire-purchase facilities available.

**297 BALLARDS LANE, North Finchley.**

**HILLSIDE 8888.** 920-120

**MARSTON MOTOR CO., LTD.**  
SEVEN SISTERS ROAD,  
TOTTENHAM, LONDON, N.15.  
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MAIN RETAIL DEALERS FOR AUSTIN COMMERCIAL VEHICLES AND SOLE DISTRIBUTORS FOR THORNYCROFT COMMERCIAL VEHICLES FOR LONDON AND HOME COUNTIES NORTH OF THE THAMES.

- 1956** AUSTIN 3-ton forward-control, diesel, 1,500-cu.-ft. Luton van body, just rebuilt, in primer, £595.  
**1956** FORD Thames 4D 4-ton 1,100-cu.-ft. Luton van, £625.  
**1956** BEDFORD 7-ton platform lorry, R6 diesel engine.  
**1956** AUSTIN 7-ton forward-control drop-side truck, 2-speed axle, reconditioned engine done approx. 20,000 miles, £625.  
**1956** ALBION 4-cylinder diesel 1,600-cu.-ft. all-alloy Luton van, in primer, £225.  
**1957** FORD Thames 4D 1,250-cu.-ft. Luton, £675.  
**1957** FORD Thames Trader 4D 5-ton, 1,650-cu.-ft. Luton, excellent all-round condition, £850.  
**1958** 920-114

**MOYLE GARAGES, PAIGNTON.**  
PHONE 83456.  
A.E.C.-COMMER DISTRIBUTORS.

- NEW A.E.C. Mercury 11-ft. 9-in. chassis-cab, immediate delivery.  
 NEW COMMER 15-cwt. high-top van, diesel.  
 NEW COMMER 30-cwt. van, diesel.  
 COMMER 6-ton 9-ft. 7-in. tipper, new 354 diesel, immed. delivery.  
 COMMER 15-cwt. diesel van, 1960, low mileage, forward control, £560.  
**BEDFORD**, 1957, Boys alloy-framed drop-side body, Comet engine, £890 o.n.o.  
**MERRIS**, 1957, 15-cwt. forward-control van, clean.  
**AUSTIN**, 1954 normal-control 5-ton P6 drop-side, £295.  
**B.M.C.**, 1957 7-ton diesel alloy tipper, £650.  
**1954** 7-ton DODGE drop-side, P6, £100; no offers.  
**1956** diesel 11-ft. 9-in. alloy bodied tipper, £100.  
 920-147

**WHELLERS (MOTORS), LTD.**  
MORRIS-COMMERCIAL DISTRIBUTORS.  
YEOVIL, SOMERSET.  
Phone, Yeovil 2561-23.

- 1959** MORRIS-COMMERCIAL 7-ton long-wheelbase chassis-cab.  
**1960** AUSTIN 7-ton long-wheelbase chassis-cab, 9.00 x 20 tyres, power-assisted steering, flashers, etc., choice of two from £835.  
**1958** Thame 6D tractor unit, Brockhouse coupling, £715.  
 SEVERAL other used vehicles in stock from 5 cwt. 7 tons.

**NEW VEHICLES IN STOCK.**

- MORRIS-COMMERCIAL 7-ton 160-in.-wheelbase drop-side truck. 920-148

**THE NIGHTINGALE ENGINEERING CO., LTD.**

**A** New 10-ton COMMER TS3 S.A.E. tractor.  
(late) A.E.C. 8-wheeler, as new.

- 1960** ATKINSON 8-wheeler, 6LW, 24-ft. alloy body, nice condition.  
**1956** THORNYCROFT 8-wheeler, 24-ft. all-metal platform body, ex C-licence operator, one owner, clean, £1,000.  
**1956** ATKINSON TT45 tractor unit together with Dyno trailer, good condition.  
**1955** FODEN twin-steer platform, 5LW Gardner engine, clean vehicle.  
**WESTERN LANE**, London, S.W.12. Kelvin 2193. 920-109

### Used Goods Vehicles (contd.)

**CENTRAL GARAGE.**

AUTHORIZED  
LEYLAND, ALBION DEALER,  
BARNES ROAD, SOUTH ELMSALL,  
NEAR PONTEFRACT.  
Phone, South Elmsall 276-7-8.

NEW B.T.C. 12-ton low-loader, immediate delivery.

- A**LBION Reiver, 1955, Albion engine, drop-side body; choice of two.  
**BEDFORD**, 1959 with Boys third axle, Bedford diesel engine, 2-speed axle, 22-ft. drop-side body.  
**COMMER** TS3, 1957, with Boys third axle, 22-ft. platform body.  
**COMMER** Superpoise, 1953, articulated, with low-loader semi-trailer, P6 engine.  
**COMMER** Avenger coach, 1950 Albion engine, certificate of fitness two years.  
**LEYLAND** Octopus 1960 long-wheelbase tipper, as new.  
**LEYLAND** Steer, 1956, 600 engine, platform body, air brakes and 4-wheeled Dyson trailers.  
**COMMER** TS3 1956 long-wheelbase tipper.

**A**LBION Reiver, 1958, long wheelbase, Leyland engine, 6-speed gearbox.  
**FODEN** 8-wheeler, 1956, 6LW engine, 24-ft. platform body, very clean.

TERMS AND PART-EXCHANGES.

**CENTRAL GARAGE.**

SOUTH ELMSALL. 920-255

**ARLINGTON ALMA GARAGES, LTD.**

**A.E.C., AUSTIN, FORD**  
SALES AND SERVICE.

1958 FORD 5-cwt. van.

- 1959** LAND ROVER 88-in.-wheelbase canopy pick-up.  
**1959** COMMER TS3 18-ft. drop-side truck.  
**1956** BEDFORD diesel, long wheelbase, fitted with integral boxvan body.  
**1956** BEDFORD 5-ton diesel long-wheelbase drop-side truck.  
**1955** BEDFORD 6-ton normal-control diesel tipper.  
**1958** BEDFORD 6-ton diesel drop-side truck.  
**1957** LEYLAND Octopus 8-wheeler, 24-ft. platform body.  
**1955** A.E.C. Mammoth Major, single drive, 24-ft. platform.  
**1949** 920-114

**103 VICTORIA STREET,**

BRISTOL, 1.

Phone 27063 (5 lines). 920-180

**DAREMOUTH GARAGE**

FOR YOUR

**GOOD USED COMMERCIAL.**

- M**ORRIS prme mover, 1954, fitted with diesel engine and Tasker coupling.  
**AUSTIN** 30-cwt. drop-side truck, 1957, petrol engine, in good condition, C-licence operator.  
**AUSTIN** 15-cwt. bulk van, 1958, body size 9 ft. 10 in. by 6 ft. 6 in., 8 in. double doors and tail-board, overhauled and painted £450.  
**AUSTIN** 152 Omnivan, 1959, C operator, very good condition.

OPEN FOR SALES MONDAY TO SATURDAY,  
9 A.M. TO 7 P.M.

AUSTIN COMMERCIAL DISTRIBUTORS.

**DARTMOUTH GARAGE,**

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**CAPITAL MOTOR CO., LTD.**

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Phone, Clerkenwell 7456

**BEDFORD MAIN DEALERS.**

- 1958** FORD Trader 1,000-cu.-ft. Luton van, good condition, £525 each.  
**1958** FORD 6D 5-cu.-yd. tipper, 2-speed axle, good tyres, choice of several, £475.  
**1959** MORRIS 25-cwt. boxvan, painted black, good condition, one owner, £250.  
**1959** Thames 5-cwt. van, excellent condition, 11,000 miles only, £245. 920-287

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55-60 BROAD STREET,  
SHEFFIELD.

Phone, 20311.

**OFFER.—**

- F**ORD Thames diesel 10-cwt. drop-side truck (June 1955), heater, low nominal mileage, condition, £195.  
**1956** 3-ton BEDFORD petrol drop-side truck, one careful C-licence user from new, excellent tyre equipment, only used on light work, £350.  
**CASH** buyers for good used commercial vehicles. 920-249

August 4, 1961—THE COMMERCIAL MOTOR 47  
(Supplement)

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NEW Albion, Dodge and Leyland chassis and cabs for early delivery.

- 1959** COMMER TS3, 13-ft. 6-in. wheelbase, new body, clean, £600.  
**1958** DODGE 3126AP drop-side truck, one owner, clean, £650.  
**1958** BEDFORD 300 long-wheelbase drop-side, one owner, very good condition, £650.  
**1957** COMMER TS3 13-ft. 6-in.-wheelbase platform body, one owner, clean, £650.  
**1957** COMMER TS3 long-wheelbase tipper, good condition, £550.  
**1957** B.M.C. 7-ton long-wheelbase tipper, 15-cu.-yd. fixed-side body, good order, £550.  
**1956** DODGE 196AP drop-side truck, £725.  
**1956** SEDDON 3-ton diesel mineral water float, light-duty body, £250.  
**LEYLAND** Steer, 22-ft. platform, clean cab, very well shod, £525.  
**1948** 920-114

**36-42 EYB ROAD.**

PETERBOROUGH,

Phone 66161.

920-446

NEW LEYLAND Comet tipper, Type CS3/2R, immediate delivery.

- ALBION Chieftain Type CH3 AXL**, immediate delivery.  
**ALBION Chieftain Type CH3 ALT**, immediate delivery.  
**ALBION** Chieftain tractor chassis CH7 TR, Scammell coupling, immediate delivery.  
**1957** COMMER TS3 7-tonner, fitted Boys 6-wheel extended drop-sided body, choice of two.  
**1959** (late) COMMER TS3 and tipper, 3-speed gear.  
**1956** (late) TS3 COMMER 7-ton twin-ram and tipper, 9.00 x 20 tyres.  
**1956** ALBION Reiver, Comet engine, 23-ft. cattle box container.  
**B.M.C.** boxvan, approx. 1,100 cu. ft.  
**1957**, December, B.M.C. 7-tonner, fitted Boys 6-wheel extension, Eaton 2-speed axle.

**WARWICK MOTOR ENGINEERING CO., LTD.**

STOKE GARAGE,  
COPELAND STREET,  
STOKE-ON-TRENT.

Phone 47507-8.

920-248

**1955** DODGE 146 R6 16-ft. double-drop-side diesel truck, immaculate, £175.  
**1956**, August, B.M.C. diesel 7-ton long-wheelbase high stake-side truck, 2-speed axle, lubricator, good order, £525.

- 1955**, December, BEDFORD 7-ton R6 short-wheelbase drop-side truck, 2-speed axle, £525.  
**UNIVERSITY COMMERCIALS LTD.**, 99-117 Burton Rd., Hanwell, London, W.7. Phone, Ealing 2611-921-6242

- 1956** Morris 3-ton long-wheelbase diesel, £195. 1954 Seddon diesel tipper, £145. Bedford 7-ton diesel tipper, 1955, £155. Morris ton van, £45. Terms of exchange, Garratts Autos, 66-76 Stratford Rd., Birmingham, Vic. 3759. 920-21
- 1949** Mk. V Jaguar, engine overhauled, crank reground, chrome replaced, wireless and heater, as new as new types, offers approaching £225. Registered 1960 Standard Vanguard pick-up, £150 o.n.o. 1957 Commer TS long-wheelbase 7-ton platform, 19 ft. well maintained, modern cab, good 9.00 x 20 tyres, headroom 6'6 in. o.n.o. 1957 Commer TS3 long-wheelbase 7-ton platform, mechanically good, cab rough, body likewise, helpers, good 9.00 x 20 tyres, £550 o.n.o. Removable cab cover and cab liner, fair condition, £150. Double deck, metal lined, fair condition, £150. In view of the above: (a) long-wheelbase diesel Land Rover; (b) long-wheelbase 5.6-7-ton diesel lorry with lift-off cab; (c) long-wheelbase Chinese Six platform; (d) long-wheelbase Chinese Six bulk tipper. Row Truthwell Garage, Ludgvan, Penzance. 920-31

**1956** LEYLAND Octopus chassis and cab, fitted air brakes and n.l.n. £1,195. 1954 A.E.C. Mammoth Major, air brakes, 40 x 8 tyres, excellent condition, £1,250.

- BRAMWELL, PRESTON AND CO., LTD.**, Phoenix St., Bury, Lancs. Phone 4523 and 3900. 920-6335

**Isherwoods Garages, Ltd.**

DODGE AND E.R.P. DISTRIBUTORS.

- 1959** BEDFORD 7-ton drop-side truck, Leyland Comet engine, long wheelbase, Eaton 2-speed axle.  
**1957** BEDFORD 7-ton tipper, Leyland Comet engine, medium wheelbase, choice of two.  
**1955** BEDFORD 5-ton tipper, aluminium body, Perkins engine.  
**1956** FORD Thames 5-ton drop-side tipper, Perkins engine.  
**1954** December, FORD Trader 6-wheeler, Edbro end-ram gear.  
**1959** (Registered) DENNIS 6-ton tipper (ex-Ministry), Dennis Max diesel engine, new wrap-round vision cab, SEDDON 7-ton drop-side tipper.

**110 BUXTON ROAD,**

STOCKPORT.

Phone, Stockport 5083.

920-268

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**Used Goods Vehicles (contd.)**

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BANBURY,  
OXON.

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**AUSTIN DISTRIBUTORS.**

- 1959** AUSTIN 1-ton van, petrol, £355.  
**1960** STANDARD 6-cwt. van, taxed, 7,000 miles only, £310.  
**1960** LAND ROVER 88, short wheelbase, petrol, 6,000 miles only, hard top, extras, £625.  
**1960** LAND ROVER 88, short wheelbase, petrol, low mileage, privately used, hard top, £600.  
**1961** LAND ROVER 88, short wheelbase, petrol, 7,000 miles, tilt, £625.  
**1958** COMMER 1-ton van, diesel, low mileage, £405.  
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**NEW AUSTIN VEHICLES AVAILABLE.**

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AUSTIN 30-cwt. drop-side truck, diesel.

AUSTIN 2-ton drop-side truck, diesel.

920-196

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COMPLETE RANGE OF LIGHT OR HEAVY COMMERCIAL THAMES TRADERS FROM STOCK.  
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**GOOD USED COMMERCIALS.**

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920-70

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**1957** BEDFORD Utilabrade 12-seater, blue, good condition, £315.  
**1956** BEDFORD 7-ton truck, R6 engine, almost new body, £350.  
**1956** Thames 4D boxvan, one owner, £270.

**1954** FORD 10-cwt. truck, good condition, £100.

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**N**EW vehicles from stock.

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**T**RADER artic. unit, 6D, 8.25 x 20 12-ply tyres, primer.

**T**RADER, all-wheel-drive 162-in.-wheelbase 6D 6 x 4 chassis-cab, primer.

920-16

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**COMMER** 30-cwt. van.

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**1953** FODEN 8-wheeler flat platform.

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**£135.** 1952 2-ton BEDFORD Luton van.

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**£325.** 20-ft. 8-ton Scammell trailer.

**£175.** 1952 DENNIS Horla diesel, Scammell trailer, 2-speed axle.

**£75.** Perkins R6 engine complete with A-type Bedford fittings.

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**£50.** AUSTIN 1300 chassis, complete with diesel engine.

**255** WALTON LANE, Liverpool, 4. Aintree.

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**1958** DODGE 6-ton tipper, good condition, £475.

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**1957** FORD 5-cu.-yd. tipper, very good condition, all new tyres.

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**WE** also have a good range of used BEDFORD 15-cwt. vans and conversions.

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AUSTIN B.M.C., fully forward control, alloy platform bodywork, 1955-56 model, in excellent order, one owner, £365.

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- 1956 Thame 4-ton 4D long-wheelbase platform truck, £2.5.  
1959 Thame 5-ton long-wheelbase milk float truck, £4.5.  
1955 Thame 3-ton Luton van, £1.75.  
1953 Thame 3-ton Luton van, £1.95.  
1953 Thame 4-ton P6 4-cu.-yd. tipper, £2.35.  
1953 4-ton P6 long-wheelbase truck, £2.75.  
1954 Trader 5-ton 6D long-wheelbase truck, £4.85.  
1957 Model, first registered 1960, BEDFORD 3-ton box van, £3.25.  
1957 AUSTIN 900-cu.-ft. diesel Luton van, £3.25.  
1951 COMMER 6-ton petrol tipper, £2.25.  
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1956 FORDSON 5-ton platform truck, diesel engine, bolster, heater, demister, good tyres, 14-ft. body, £2.25.

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1954 BEDFORD 10-12-cwt. van, choice of two, £2.25 each.

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1958 STANDARD Atlas Kenebrake 12-seater, £2.95.

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1955 Thame 3-ton van, coachbuilt body, repainted, sound condition, one owner, £1.50. 920-138

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**NEW SEDDON** 7-tonners, immediate delivery, 13-ft. 9-in. 6-in. and 14-ft. 6-in. wheelbase, 350 or 354 engines. 9.00 x 20 tyres. Duffield and Son, Constitution Hill, Norwich. Phone 46368. 920-x638

## PASSENGER VEHICLES FOR SALE AND WANTED

### USED PASSENGER VEHICLES

#### A.E.C.

**1946** A.E.C. double-deckers, low and high bridge, with late type Northern Counties bodies, £250 each. **MILLBURN MOTORS**, LTD., 51-79 Millburn St., Glasgow, N.I. Phone, Bell 4977. 920-363

#### ALBION

**O**WING to delivery of new machines we have for disposal six 1958 Leyland-engined ALBION Aberdeen Coaches, 6-speed box, 41-seater Plaxton bodies, radio, heater, fitted Michelin X tyres this season, choice of six. Apply to Smith's Tours, Market St., Wigan. Phone, Wigan 44246.

**1949-50 ALBION** double-deckers, low bridge Alex. to 1964, £325 each. **MILLBURN MOTORS**, LTD., 51-79 Millburn St., Glasgow, N.I. Phone, Bell 4977. 920-362

#### AUSTIN

##### LOOKERS, LTD.

THE AUSTIN DISTRIBUTORS,  
HARDMAN STREET, DEANSGATE,  
MANCHESTER, 3.

**1960** AUSTIN Omnicoaches, choice of several, all with very low mileages and offered in new condition. 920-375

**1959** AUSTIN P.S.V. Omnicoach, offered in excellent condition throughout, £450.

**1959** AUSTIN Omnivan, renovated, finished in grey. £325.

**T**HE above vehicles carry our six months' guarantee.

HIRE-PURCHASE. PART-EXCHANGES.

##### LOOKERS, LTD.

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Phone, Blackfriars 3606 (10 lines). 920-236

#### BEDFORD

**1959** BEDFORD (petrol) Duplex 41-seater, heaters, radio, microphone, Formica sides, divided seats, wheel discs, exterior all cream, £2,850.

**1958** BEDFORD (petrol) Duplex 41-seater, heaters, radio, microphone, divided seats, wheel discs, exterior all cream, £2,550.

PART-EXCHANGE considered. H.P. arranged. Alpha Coaches, 373 Ditchling Rd., Brighton. Phone 53431.

#### SAVILLE MOTOR SALES, LTD.

HARVESTER HOUSE,  
STRATFORD-UPON-AVON.  
Phone 4242 (15 lines).

FOR YOUR NEW OR USED BEDFORD COACH.

**F**OR immediate delivery: choice of two BEDFORD Super Vegas, 300-cu.in. diesel engine, 2-speed axle. CHOICE of several 1959 BEDFORD Super Vegas fitted with petrol engines.

DEMONSTRATIONS ARRANGED. HIRE-PURCHASE FACILITIES.

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**1956** BEDFORD 21-seater coach, good tyres, excellent condition Spurflite body, just been certified for five years. £675. Phone, Footscray 2626. 921-x6197

### New Goods Vehicles (contd.)

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STANDARD Commercial Vehicles Distributors.

IMMEDIATE delivery offered—

NEW Atlas 948 c.c., from £395.

HIGH ST., Guildford, Surrey, GU1.

August 4, 1961—THE COMMERCIAL MOTOR 53  
(Supplement)

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**F**OR your VOLKSWAGEN—see the VW Centre at Ripley, distributors for all Volkswagen vehicles. The first in the U.K. to specialize exclusively in the sales and service of Volkswagen. Full range of spare parts always available. Culborne Garage, Ltd., "The Volkswagen Centre," Ripley, Surrey. Phone, Ripley 2361. 922-801

**B**ERKS, Oxon. For the first time, early deliveries of vans, pick-ups. Full service, spares facilities. Royal Berks Motor Co., Thorn St. Reading 5132. 922-621

#### UNCLASSIFIED

##### NEW VEHICLES EX STOCK.

**T**WO A.E.C. Mustang chassis, 6-wheeler, 19-ft. wheel-steer, 10.00 x 20 14-ply tyres, heater, demister, flashing indicators, later-style front grille.

**ONE SEDDON** Mk. 15-10-TA, Leyland 375 engine, 5-speed gearbox, air brakes, 18500 Eaton 2-speed axle, power steering, 10.00 x 20 14-ply tyres, heater, demister, flashing indicators.

IMMEDIATE DELIVERY.

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NEW TROJAN 20-cwt. and 25-cwt. vans, personnel wagon and rural bus; full range of spares and first-class service from.—

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Warrington St., Manchester, 3. Phone, Deansgate 8781-5 for all information.

**A. SMITH (GARAGES), LTD.**, Blackburn Rd., Bolton. Phone, Bolton 8957. Area dealers for TROJAN and Lambretta commercials. Scottish representative, Andrew H. Smith. Phone, Darvel 461. 922-613

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**E**UROPEAN CARS, LTD., distributors for London & Western districts. Early delivery van, pick-up, Microbus, Kombi and ambulance. 129-131 Old Brompton Rd., S.W.7. Fremantle 7722. 922-740

### Used Passenger Vehicles (contd.)

#### SILVER LINE MOTORS,

VAUXHALL AND BEDFORD MAIN DEALERS.

#### SEASONAL REDUCTIONS.

**N**EW BEDFORD SB1 41-seater Burlington Seagull 61. Exterior polished ivory with red upholstery, immediate delivery from stock.

**1957** BEDFORD 41-seater Duplex Super Vega, exterior finished cream and red, interior trimmed red, coach in really first-class condition, certificate of fitness 1962. £2,550.

**1957** BEDFORD 41-seater Duplex Super Vega, exterior maroon and grey with red interior trimming, certificate of fitness 1962. £2,475 o.n.o.

**1956** BEDFORD 41-seater Duplex Super Vega, exterior silver and blue with red interior trimming, very sound condition, certificate of fitness 1962. £2,450.

**1952** BEDFORD 33-seater Vega, exterior finished blue and grey, clean, smart-looking coach, fitted radio and heater, certificate of fitness 1962, to clear. £950 o.n.o.

**1952** BEDFORD 33-seater Duplex Vega, 7-ft. 6-in. wheel-steer, body in excellent condition, attractive coach, fitted radio, certificate of fitness 1962. £950 o.n.o.

**A**LL vehicles have received thorough check-over and A repaired as necessary and are offered for sale in first-class condition.

#### SILVER LINE MOTORS,

MOORLANDS.

WELLYN GARDEN CITY, HERTS.

Phone, Welwyn Garden 25494. 920-317

**1957** SB3 BEDFORD Duplex 41-seater luxury coach, certificate of fitness to 1964 and finished in red and cream exterior colours with red interior upholstery, etc., heaters, wheel trim, public address and radios, excellent offer, £1,950.

**1952** BEDFORD 33-35-seat Duplex blue exterior, red interior, very clean and useful vehicle, certificate of fitness to 1962, best offer secures.

**A**LL deals are negotiable and H.P. terms can be arranged.

**LAMBERTS OF KINGSTON**, LTD., 140a London Rd., Kingston-upon-Thames, Surrey. Phone, Kingston 7700 (20 lines) or after hours Molesey 6949. 920-231

#### V. COLEMAN,

166 MAIN ROAD,

SUNDRENDALE, KENT.

Braisted 291.

**1958-1959** BEDFORD 41-seater/29-seater coaches for sale, £2,050 to £2,500.

**S**EVERAL coaches suitable for works contracts, etc. 920-299

EARLY DELIVERY OF ALL THAMES COACHES.

WE HAVE A SELECTION OF

GOOD USED COACHES AVAILABLE.

OUR REPRESENTATIVE WILL CALL AT YOUR REQUEST.

#### SPECIAL OFFER:-

**1959** BEDFORD 41-seater Vega, £2,700.

**PERCY HENDY, LTD.**

VINCENTS WALK, SOUTHAMPTON 28331.

THAMES HOUSE, CHANDLER'S FORD 2771.

920-812

### Used Passenger Vehicles (contd.)

**1956** BEDFORD Duple Vega 41-seater, public address, radio and heater, exterior red, excellent condition, certificate of fitness 1961. £1,950. West's Coaches, 22 Glebeands Avenue, Woodford, E.18. Phone, Wanstead 7734. 920-113

**1950** 29-seater BEDFORD Duple, Formica side panels, Perspex quarters, certificate of fitness 1964, good clear condition throughout. £475. Phone, Leominster 2271. 920-480

**1954** 36-seater BEDFORD Duple, diesel, every extra including quarter lights, modified front end, excellent condition throughout, discontinued coach business, an absolute bargain at £1,100 o.n.o. Whelan, Princes Garage, Cleator, Cumberland. 920-a6339

**1952** BEDFORD Duplex Vega 33-seater coach, fitted Perkins R.6 engine, the vehicle has not been used since new, immaculate. £850, no offers of exchange. Lansdowne, Livingston Rd., Stratford, London, E.15. Phone, Leytonstone 4355. 920-437

#### COMMER

**1950** COMMER 33-seater Plaxton, good tyres, certificate of fitness October, 1962, very good order, nice driver. H.P. arranged. £285. Severn Valley Motors, Avonmouth. Phone 2646. 920-123

**1958** COMMER PS3, 41-seater Duplex body. Please contact Greater Motor Coaches, Ltd., 140 Newport Rd., Stafford. Phone, Stafford 196. 920-172

#### DAIMLER

**1947** DAIMLER double-deckers, high bridge, North-Western Counties, 5LW, certificates of fitness to 1964. £250 each.

**MILLBURN MOTORS**, LTD., 51-79 Millburn St., Glasgow, N.I. Phone, Bell 4977. 920-361

#### FODEN

**1950** FODEN FD6, 37 seats, full front, no bulkhead, heater, engine 20,000, very clean, excellent, certificate of fitness 1964, £2,600 o.n.o. H.P., exchange. Foden Garage, Tring, Herts. 2371. 920-x6283

**1953** FODEN Mann Egerton 50-seater, front entrance half decker in nice clean order, certified August 1962, note the price £785.

**ALF MOSELEY**, LTD., Knighthorpe Rd., Loughborough, Leic. Phone 4777 (two lines). 920-484

#### FOOTH THAMES

**1960** THAMES Duplex 41-seater, 7 ft. 6 in. wide, hire-purchase. £1,750.

**SPRINGALL**, LTD., Plumstead Common, S.E.18. Woolwich 5313. 920-476

#### GUY

**1946** GUY double-deckers, low and high bridge, late type Eastern Coach Works bodies, 5LW, certificates of fitness to 1963-4, £250 each.

**MILLBURN MOTORS**, LTD., 51-79 Millburn St., Glasgow, N.I. Phone, Bell 4977. 920-364

#### LEYLAND

**1948** LEYLAND PSI Plaxton 33-seater, certificate of fitness two years, good tyres, very nice condition. £325. H.P. arranged. Severn Valley Motors, Avonmouth. Phone 2646. 920-6234

**LEYLAND PD2** 51-seater, Brush lowbridge bodies, 8-ft. wide chassis, certificate of fitness, terms, exchanges. **NORTHS**, Pontefract Rd., Stourton, Leeds, 10. Phone, Rothwell 3157. 920-259

A40

Used Passenger Vehicles (contd.)

**SEDDON**

**1953** Full-front Plaxton-bodied 33-seat SEDDON Mk. VI, heater, wheel discs, twin seats, £500; take 1949-50 Bedford 29-seat Duple in part-exchange. Dorking Coaches (E. R. Lipscomb), Junction Rd., Dorking, Surrey. Phone, Dorking 2473. 920-214

**1952** SEDDON Mk. 6, full from Plaxton 33-seater, green interior, beige-cream exterior, certificate of fitness 1962-3, annual, £500 o.n.o. **L AMBERT** ON KINSTON ROAD, 140a London Rd., Kingston upon Thames, Surrey. Phone, Kingston 7700 (20 lines) or after hours Molesey 6949. 920-230

**UNCLASSIFIED**

**DON EVERALL (COMMERCIAL VEHICLES), LTD.**

34 CLEVELAND ROAD, WOLVERHAMPTON.

**PASSENGER TRANSPORT SPECIALISTS.**

NEW FORD Thames Trader, 41-seater, Burlingham coach, fitted 2-speed axle, red moquette, ivory exterior, immediate delivery. **TEW BEDFORD**, diesel, fitted 2-speed axles or 5-speed gearbox, 41-seater Burlingham coaches, immediate delivery, special price to clear.

**1960** FORD Thames Trader, diesel, 41-seater Burlingham coach, £3,200; special price to clear.

**1959** coach, red and grey moquette, blue and cream exterior, £2,900.

**1959** COMMER TS3 41-seater Duple Super Vega coach, Michelin X tyres, air brakes, heater, etc. immediate delivery.

**1956** 7 COMMER Beadle 41-seater coaches, choice of front and centre entrances, fitted A.E.C. 5-speed gearbox, overhauled and recertified till 1966, £2,400 to £2,800.

**1956** 7 C. Reliance 41-seater Duple Britannia coach, front entrance, red moquette, blue and white, certificate of fitness 1966, £2,900.

**1956** COMMER TS3 41-seater Plaxton coach, glass roof quarters, etc., certificate of fitness 1966, £2,500.

**1956** BEDFORD, petrol, 41-seater Burlingham coach, heaters, etc., certificate of fitness 1966, £2,100.

**1956** BEDFORD, petrol, 36-seater Burlingham coach, certificate of fitness 1965, £1,900.

**1954** BEDFORD, petrol, 41-seater Plaxton, Seagull body, overhauled and certified till 1966, £2,000.

**1953** BEDFORD, petrol, 35-seater Duple coach, glass roof quarters, certificate of fitness 1965, £1,350.

**1953** BEDFORD, petrol, 35-seater Burlingham coach, certificate of fitness 1963, £1,300.

**1952** A.E.C. MK. 4 41-seater Duple coach, heater, glass roof quarters, etc., certificate of fitness 1962, £1,400.

**1952** LEYLAND Royal Tiger 41-seater Yester coach, heater, air brakes, etc., being offered, £1,450.

**1951** BEDFORD, petrol, 33-seater coach, certificate of fitness 1964, £600.

**1951** SENTINEL 4-cylinder, diesel, 40-seater, front entrance service bus, certificate of fitness 1965, £450.

**1947** LEYLAND PDI 53-seater, low bridge, double decker, overhauled and recertified till 1964, £450.

**SPECIAL END-OF-SEASON SALE.**

NO REASONABLE OFFER REFUSED FOR THE ABOVE.

**50**

DIESEL 33-SEATER HALF-CABS AND 29-SEATER PETROL COACHES AT £150-£500  
OR AVAILABLE FOR HIRE  
FOR LONG OR SHORT PERIODS.

Wolverhampton 27081.

NIGHTS AND WEEK-ENDS 32347 AND 22293.

NORTHERN REPRESENTATIVE:

G LAMB, PHONE, MORECAMBE 1813.

**DON EVERALL (COMMERCIAL VEHICLES), LTD.**

920-366

**TAYLORS (P.S.V.), LTD.**

WORCESTER STREET,  
GLOUCESTER.  
Phone, Gloucester 2228.

IMMEDIATE DELIVERY NEW PLAXTON THAMES—  
ONE ONLY, ALSO DELIVERY OF THAMES DUPLE.

THE following used vehicles must be sold to clear our stocks. No good offer refused.

**1960** Thame Duple, 2-speed, radio, heater, discs, choice of two.

**1960** Thame Burlingham, very tidy coach, heater, radio, £3,150.

**1960** BEDFORD Burlingham, radio, discs, heaters, very attractive, £3,175.

**1959** Thame Duple, 2-speed axle, radio and speakers, heaters, discs, £3,000.

**1959** Plaxton, 2-speed axle, radio, discs, £3,975.

**1951** BEDFORD Duple 41-seater, radio, heaters, new tyres, choice of two, £2,500.

**1955** 29-seater, Thurgood body, clean, tidy coach, £1,250.

**C**HOICE of four 1953-54 BEDFORD 35-38-seaters, must be sold, prices from £850. Also three 1951 Bedford 33-seaters, all with certificates of fitness, £500.

**T**WO 1952 BEDFORD Plaxton 36-seaters, very clean and tidy vehicles.

PHONE, WRITE OR CALL.

**GLOUCESTER 22228.**

920-667

Used Passenger Vehicles (contd.)

**F.C.S., LTD.**

**S**EASONAL  
**R**EDUCTIONS.

**F.C.S., LTD.**

**S**EASONAL  
**R**EDUCTIONS.

**SUPER DOUBLE DECKERS.**

**1949** 50 A.E.C. MK. II 56-seater high-bride double-deckers, fitted Park Royal and Metcam thin-wall all-metal bodies, fitted very low mileage late series (under 15,000 miles), 9.6 A.E.C. diesel units, crashboxes, remodeled last year, in immaculate mechanical and body condition, certificate of fitness 1965-64, choice of 20, price £650-£700.

**1948** A.E.C. low-bride and high-bride 53-56-seater double-deckers with Metcam and Eastern Coachwork all-metal bodies, leather upholstery, fitted A.E.C. 7.7 diesel engines, low mileage, choice of 20, price £650-£700.

**G**uy double-deckers, fitted 1953 Charles Roe 53-56-seater metallized top deck and Eastern Coachwork all-metal thin-wall high-bride and low-bride bodies, chrome half sliding windows, etc., with late series low mileage, 9.7 A.E.C. 5.LW Gardner and Bristol AV 9.8 diesel units, in super mechanical and body condition, £250-£400.

**1950** BRISTOL 53-55-seater Metcam and Eastern Coachwork all-metal thin-wall high-bride and low-bride bodies, sliding windows, fitted late series low mileage, 9.7 A.E.C. 5.LW Gardner and Bristol AV 9.8 diesel units, in super mechanical and body condition, certificate of fitness 1965-62, price £500-£575.

**SUPER COACHES AND SERVICE SALOONS.**

**1951** Mk. IV underfloor coated full luxury coach with Seagull 41-seater Burlingham body, extremely low mileage engine, just been through A.E.C. works, new brakes, etc., certificate of fitness 1962, in process of recertification to 1966-67, price £1,500.

**1953** Daimler Fleetline Roadmaster, with super and Burlingham Seagull bodies, adjustable reclining super Continental seating, courier seat, radio and microphone, just repainted blue and cream, certificate of fitness 1964, choice of 20, price £1,250.

**1949** Foden 33-seater half-cab full luxury coach, fitted 6.LW Gardner engine, in exceptional mechanical and body condition, certificate of fitness 1963, price £500.

**1952** Leyland Beadles, first registered June, 1952, with Beadles all-metal 35-seater Continental body, front entrance, side entrance, sliding door, centre roof lights, Continental interior, choice of 20, price £1,250.

**1952** Leyland Beadles, first registered August, 1952-53, with Beadles all-metal 35-seater Continental body, front entrance, side entrance, sliding door, centre roof lights, Continental interior, choice of 20, price £1,250.

**1950** 51 A.E.C. and Leyland Beadles, first registered August, 1952-53, with Beadles all-metal 35-seater Continental body, front entrance, side entrance, sliding door, centre roof lights, Continental interior, choice of 20, price £1,250.

**1952** A.E.C. Regal MK. III with full-front Plaxton luxury coaches (seasonal use only), fitted 6.LW Gardner and Bristol AV 9.8 diesel engines, again seasonal use only, recertified this week to 1965, 9.6 diesel engine, in super mechanical and body condition, certificate of fitness 1965, choice of two, price £700-£750.

**1952** A.E.C. Regal MK. III with full-front Plaxton luxury coaches (seasonal use only), fitted 6.LW Gardner and Bristol AV 9.8 diesel engines, again seasonal use only, recertified this week to 1965, 9.6 diesel engine, in super mechanical and body condition, certificate of fitness 1965-64, choice of three, price £650.

**1950** 49 A.E.C. Regal MK. III with 33-seats, Plaxton, Duple and Harrington half-cab luxury coaches, seasonal use only, 9.6 diesel units, in super mechanical and body condition, certificate of fitness 1965-64, choice of six, price £400-£450.

**1949** A.E.C. MK. III with 34-seater service saloons, 7.7 and 9.6 A.E.C. diesel units, in excellent mechanical and body condition, certificate of fitness 1962-61, choice of 10, price £350-£425.

**1948** 7 BRISTOLS with Eastern Coachworks and 36-seater thin-wall all-metal service saloon bodies, fitted low-mileage late series 5.LW Gardner engines, in immaculate mechanical and body condition, certificate of fitness 1963-64, choice of eight, price £350-£400.

**1940** 39 BRISTOL service saloons, rebodyed 1951 with Beadles all-metal bodies, fitted 6.LW Gardner engines, in excellent mechanical and body condition, certificate of fitness 1962-61, choice of 12, price £350-£400.

**GENERAL PART-EXCHANGE ALLOWANCE.  
FREE SPARES.**

OPEN SEVEN DAYS A WEEK.

**SPECIAL H.P. FACILITIES.**

THESE are only a few of well over 200 passenger vehicles of most well-known makes and seating capacities, which are available for immediate inspection and test. Write for stock lists.

ALL MACHINES CARRY OUR THREE MONTHS' GUARANTEE.

LANCING-BAGNALL hand-operated mobile forklifts (new and unused), 1-ton capacity, lifting height approximately 1 ft. 6 in., mounted on narrow tyres, ideally suitable for lifting and moving engines and heavy equipment round workshops or depots, six only, £75 or near offer.

**F.C.S., LTD.**

**F.C.S., LTD.**

LONDON ROAD, DUNCHURCH, NEAR RUGBY.  
Phone, Dunchurch 262 and 265.

DEPOT AT BEGINNING OF M1 BIRMINGHAM SPUR  
and at

1 STRAWBERRY VALE, TWICKENHAM,  
MIDDLESEX.  
Phone, Popesgate 0773.

920-12

Used Passenger Vehicles (contd.)

**END OF SEASON BARGAINS.**

IF YOU HAVE NOT RECEIVED OUR VERY SPECIAL  
SALE PRICE LIST, SEND FOR YOUR COPY NOW.

BETTER VALUE THAN EVER BEFORE IN S.M.T.  
RANGE OF USED COACHES. EXAMPLES FROM OUR  
LARGE AND COMPREHENSIVE STOCK INCLUDE:-

**1952** BEDFORD Duple 33-seater, red and ivory, many extras, a particularly bright and clean coach.

**1955** BEDFORD Plaxton 36-seater, certificate of fitness 1965, ivory with blue-grey metalchrome, many extras.

**1954** BEDFORD Duple 36-seater, R6, certificate of fitness 1964, blue and cream, price £1,350.

**1950** LEYLAND Harrington 37-seater, certificate of fitness 1963, 2-tone blue.

**1957** BEDFORD Plaxton 38-seater, ivory with blue-grey metalchrome, many extras.

**1954** COMMER Plaxton 39-seater, diesel, certificate of fitness 1963, price £1,750.

**1951** LEYLAND Royal Tiger, Windsor 39-seater, certificate of fitness July, 1964, price £1,425.

**1959** BEDFORD Plaxton 41-seater, petrol, cream and orange, certificate of fitness 1965, radio, wheel discs, etc., top class machine.

**1958** BEDFORD Duple 41-seaters, choice of two excellent machines.

**1958** BEDFORD Plaxton SBI 41-seater, 2-tone green, certificate of fitness 1965.

**1956** BEDFORD Plaxton 41-seater, cream and blue, certificate of fitness 1966, roof quarters, inswing parcel racks, Formica side casings, etc., splendid value.

**1955** COMMER Duple 41-seater, certificate of fitness May, 1965, 2-speed axle, red and cream, radio, public address, heaters, outstanding condition.

**1954** SEDDON Duple 41-seater, R6, certificate of fitness December, 1963.

AND MANY OTHERS INCLUDING EXCELLENT  
SELECTION OF HALF-CAB 33-SEATERS CROSSLEY  
AND FODEN-PLAXTON 33-SEATERS WITH 6.LW  
ENGINES AT VERY REASONABLE PRICES.

**DEMONSTRATIONS**

**WITHOUT OBLIGATION**

**ANYWHERE.**

FOR A BETTER DEAL CONSULT THE COACH EXPERTS.

PART-EXCHANGES WELCOMED.

HIRE-PURCHASE FACILITIES FROM 10% DEPOSIT.

OFFICIAL FITTING AGENT FOR

**TECALEMIT SYNDROMIC AND A.C.L.  
AUTOLUBRICATION.**

**THE S.M.T. SALES AND SERVICE CO., LTD.**

177-205 FINNIESTON STREET, GLASGOW, C.3.  
Phone, Douglas 2940. 920-6

**THURGOODS OF WARE.**

NEW FORD Trader 41-seater Super coach, nearing completion, red interior, exterior finished to your instruction, 2-speed axle, many extras, £4,095.

**1957** and brown, red interior, radio, heater, disc, £2,275. Another green and grey, 7-ft. 6-in. wide, £1,750.

**1954** COMMER Harrington Contender (41), petrol, blue and cream, 2-speed axle, heater, radio, £1,750.

**1953** BEDFORD Vega (39), petrol, blue and cream, 7-ft. 6-in. wide, £1,250.

**1952** BEDFORD Vega 35-seater plus courier, maroon and cream, 6-in. wide, £975.

**LEYLAND PSI Duple 33, repainted two blues, £575.**

**1947** COMMER (29) Harrington body, clean condition, attractive seating, certified, £175.

**R**ETRIMS and conversions, Bedford door devices.

**P**HONES, Ware 2383; nights, 2896.

920-12

### Used Passenger Vehicles (contd.)

**BARNARD AND BARNARD, LTD.**  
310-326 SYDENHAM ROAD,  
LONDON, S.E.26.

OFFER IMMEDIATE DELIVERY  
OF THE FOLLOWING:-

NEW 1961 FORD THAMES  
DIESEL COACHES.

**PLAXTON** Embassy 41-seater, fitted heaters, radio, etc., interior red and fawn moquette, finished in cream.

**DUPLEX** Yeoman 41-seater, fitted Perspex quarters, Formica side panels in walnut, heaters, radio and public address, interior red moquette, exterior cream and red.

**1961** Thames Yeoman (demonstrator), 41-seater full-luxury Duplex body, fitted with many extras, interior red moquette, exterior cream and red, small mileage as new.

**1957** COMMER TS3, 41-seater full-luxury Duplex body, fitted with radio, heaters, Formica side panels, lift-up roof lights, in excellent condition throughout, certificate of fitness 1964.

**1956** BEDFORD 41-seater, full-luxury Plaxton body, panels, heaters, interior grey and red moquette, in excellent condition throughout, certificate of fitness 1966.

**1956** BEDFORD Super Vega 41-seater, full-luxury side panels, interior red moquette, exterior red and blue, certificate of fitness 1966.

**1955** COMMER TS3, 39-seater full-luxury Plaxton Ventura body, fitted with heater, lift-up roof vents, in good clean condition throughout, certificate of fitness 1964.

**1955** BEDFORD Super Vega, 7 ft. 6 in. wide, 36-seater full-luxury Duplex body, fitted with radio, heater, lift-up roof lights, in good clean condition throughout, certificate of fitness 1965.

**1953** SENTINEL 41-seater full-luxury Plaxton body, fitted with heater, Formica side panels, in good clean condition throughout, certificate of fitness 1963.

**1953** BEDFORD Plaxton Ventura 35-seater, full-luxury body, fitted heaters, divided seats, in good clean condition throughout, certificate of fitness 1963.

**1952** BEDFORD Super Vega 37-seater, full-luxury Duplex body, fitted heaters, interior red moquette, in good clean condition throughout, certificate of fitness 1962.

**1950** BEDFORD Vista 29-seater, full-luxury Duplex, fitted with heater, Formica side panels in cream and red, certificate of fitness 1963.

**1950** BEDFORD Vista, fitted with a Perkins P6 engine, 29-seater, full-luxury Duplex body, Formica side panels, in good clean condition throughout, certificate of fitness 1964.

**1950** FODEN Full-front, fitted with a 35-seater full-luxury Gurney Nutting body, heater, in good clean condition throughout, certificate of fitness 1964.

**1949** BEDFORD Mk. II service bus, 31-seater, fitted with Dunlopillo seats, in good clean condition throughout, certificate of fitness 1962.

SEVERAL coaches suitable for workmen and mobile

Sshops, at very reasonable prices.

WHY not call at our premises and inspect the finest second-hand selected vehicles in the country, or let us call on you and demonstrate anything you may require without obligation.

PART-EXCHANGES. HIRE-PURCHASE.  
YOUR FORD DEALERS.

PHONE SYDENHAM 2224-5-6.

310-326 SYDENHAM ROAD,  
LONDON, S.E.26.

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**ALF MOSELEY, LTD.**,  
FORD THAMES P.S.V. DEALERS.

**1960** FORD Thames Duplex 41-seater, blue interior, heaters, Formica casings, etc., exterior two shades of grey and cream, choice of £3,575-£3,950.

**1958** BEDFORD Duplex Super Vega 41-seater, cream-fawn interior, with heaters and radio, exterior cream-blue, certified 1965, note the price, £2,685.

**1956** BEDFORD Duplex Super Vega 41-seater, red interior, heater and radio, exterior recently repainted red and cream, certified 1966, £2,465.

**1956** BEDFORD Yeates Riviera 41-seater, red interior, with radio and top sliders, exterior cream and red, certified November 1965, £2,285.

**1955** BEDFORD Duplex Super Vega 41-seater, red interior, heater and radio, exterior recently repainted red and cream, certified February 1965, £1,885.

**1954** BEDFORD Duplex Super Vega 36-seater, brown-blue interior with heater, exterior repainted cream and red, certified May 1966, £2,685.

**1953** FODEN Mann Erection 30-seater, front-enterance, half-decker, in nice clean order, certified August 1962, note the price, £785.

**1953** FODEN Gardner engine, ACB 41-seater, 21-seater, certified April 1960, £1,500.

**1953** BEDFORD Duplex Super Vega 37-seater, maroon interior with heater, exterior recently repainted cream-red, certified 1963, width 7 ft. 6 in., £1,450.

**1952** BEDFORD Plaxton 33-seater, blue interior, heater, exterior two shades of blue, £1,185.

**1952** BEDFORD Duplex Super Vega 35-seater, blue interior with heater, exterior repainted cream and red, certified May 1962, £1,285.

**1951** LEYLAND Royal Tiger, Bellhouse Hartwell 31-seater, red interior with heater, exterior grey and red, certified October 1961, £1,285.

**1950** A.E.C. Mark IV, Burlington Seagull 39-seater, red interior with heater, exterior grey and red, reconditioned engine just fitted by A.E.C., certified 1st July 1960.

OCTOBER, DENNIS Lance III, Yeates full-front, 37-seater, green interior, exterior recently repainted red and cream, certified 1963, £750.

CHOICE of several 1946-47-48 certified BEDFORD 29-seaters and 33-seaters, diesel half-cabs, at £125-£150.

**K NIGHTSORPE ROAD,**

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**ARLINGTON MOTOR CO., LTD.**  
LONDON'S LEADING PASSENGER AND COMMERCIAL VEHICLE SPECIALISTS.

HEAD OFFICE:  
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Howard 1266.

NEW 1961 MODEL COACHES.  
IMMEDIATE DELIVERY FROM STOCK.—

**BEDFORD** SB3 petrol engine, Duple 41-seater Super Vega, glass roof quarters, heater, radio, etc., interior red and fawn moquette, finished in cream.

**BEDFORD** SB3 petrol engine, Harrington Crusader 41-seater, glass roof quarters, radio, Formica panels, other extras, fitted, finished cream.

**BEDFORD** SB3, 300-cu.in. oil engine, Plaxton 41-seater Crusader, glass roof quarters, Formica panels, radio and other extras, finished cream and red.

**BEDFORD** SB3, 300-cu.in. oil engine, 5-speed gearbox, fitted Duple 41-seater Super Vega, glass roof quarters, Formica panels and other extras, finished cream.

NEW COACHES SUPPLIED ON ALL MAKES OF PASSENGER CHASSIS.

25-27 VAUXHALL BRIDGE ROAD, LONDON, S.W.1.  
Victoria 6033

NEW COACHES FOR IMMEDIATE DELIVERY.

**A.E.C.** Reliance, air brakes, Plaxton coaches, petrolium engines, all with current certificates of fitness.

**LEYLAND** Leopard 41-seater, glass roof quarters, heaters, walnut panels, extras to choice, moquette and exterior colours to order, two only.

A SELECTION OF 50 USED COACHES  
N STOCK.—

**BEDFORD.**

CHOICE of 10 1956-57-58-59 41-seater Duple, Plaxton and Burlingham coaches, petrol engines, all with current certificates of fitness.

**C**hoice of 12 1951-55-56-57-58-59 33-38-seater Duple, Plaxton, Burlingham, Harrington coaches, petrol and diesel engines, all with current certificates of fitness.

**C**HOICE of several 1946-50 BEDFORD 29-seater Duple Vista coaches, with current certificates of fitness.

**A.E.C.**

CHOICE of six 1954-58 Reliance 41-43-seater Duples and Burlingham coaches, with current certificates of fitness.

CHOICE of six 1951-52 Mark IV 9.6 Burlingham, Yeates, Heaver coaches, all with current certificates of fitness.

**LEYLAND.**

CHOICE of four 1951-52 Royal Tiger 39-41-seater Harrington coaches, all with current certificates of fitness.

CHOICE of several 1947-50 PS1-1 and Comet, Duple and Burlingham coaches, with current certificates of fitness.

**COMMER.**

1956 TS3 (diesel) 41-seater Duple, finished cream-orange with current certificates of fitness.

1950 Avenger (petrol) 33-seater, All-weather coachwork, finished cream and brown, certificate of fitness 1963.

ALL THE ABOVE COACHES ARE OFFERED AT ATTRACTIVE PRICES AND INSPECTION AND DEMONSTRATION CAN BE ARRANGED FROM OUR DEPOTS AT:—

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Cardiff 28734.

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**ARLINGTON MOTOR CO., LTD..** 920-203

**CHARLES COPPOCK, LTD.**

SERVICE BUSES,

THE GARAGE,

ELM GROVE, CROSS STREET, SALE, CHESHIRE.

COACHES.

SALE WEEK AT SALE.

1952 DAIMLER Freeline, powered under-floor Daimler diesel engine, 30 ft. by 8 ft., full luxury coachbody by Metalcraft, large pay-load, 43 full bus seats, in autumn tint interior, in very clean condition, tyres appear to be very sound, certificate of fitness May, 1962. Special clearance price £750.

1947-48 BEDFORD Vista, 29-seaters, certified from Oct. 1947.

DAIMLER high-hybrid double-deckers, suitable for contractors for private use, conveying of own work people, choice of two, £95 each.

ENGINES AND CHASSIS PARTS.

**M.O.S.** Reconditioned engines, Bedford 2B b.p., Morris 28.8 b.p., large quantity of second-hand engines, SWL, Leyland PSI, A.E.C., 7.7 Gardner 6L, Leyland 8.6.

BRAND-NEW ex-Ministry Clayton Dewandre Servo type VH4/12SL series G.A.108A-5, quantity available.

PHONE SALE 5633.

GRAMS, "BUSUNITS."

920-63

August 4, 1961—THE COMMERCIAL MOTOR 55  
(Supplement)

### Used Passenger Vehicles (contd.)

**COACHES AND COMPONENTS, LTD.**

469-475 HOLLOWAY ROAD, LONDON, N.7.

Archway 2647 (five lines).

1960 **BEDFORD** diesel 41-seater Super Vega, exterior grey-pink.

1959 **BEDFORD** petrol 41-seater, exterior blue-grey, certificate of fitness 1960.

1959 **BEDFORD** diesel 41-seater, 7-ft. 6-in. Super Vega, moquette red, exterior cream-red.

1959 **BEDFORD** petrol 41-seater Super Vega, exterior grey-blue.

1959 **BEDFORD** diesel 41-seater Super Vega, exterior ivory-blue.

1958 **BEDFORD** Plaxton 41-seater, petrol, reg. No. N.BA.309, chassis No. SB361470, exterior blue-cream, interior red, certificate of fitness 1960.

1957 **BEDFORD** petrol 41-seater, exterior blue-cream, certificate of fitness to April, 1964.

1956 **BEDFORD** petrol 41-seater, exterior green, certificate of fitness 1966, choice of two.

1956 **BEDFORD** petrol 39-seater Strachan body, TS3 diesel, exterior cream-green, certificate of fitness to 1965.

1955 **BEDFORD** petrol 38-seater Super Vega, exterior blue-cream, certificate of fitness 1964.

1955 **BEDFORD** petrol 38-seater Super Vega, exterior green, certificate of fitness 1965.

1955 **BEDFORD** petrol 36-seater Super Vega, exterior maroon-grey, choice of two.

1954 **BEDFORD** petrol 36-seater, exterior green-grey, certificate of fitness March 1964.

1954 **BEDFORD** petrol 36-seater Super Vega, exterior cream-red, certificate of fitness 1964.

1954 **BEDFORD** petrol 35-seater Super Vega, exterior black-grey, certificate of fitness 1964.

1953 **BEDFORD** 35-seater diesel Duple Super Vega, exterior cream-red, certificate of fitness 1963.

1952 **BEDFORD** petrol 37-seater Gurney Nutting, exterior maroon-cream, certificate to January, 1962.

1952 **BEDFORD** petrol 33-seater, exterior buff, certificate of fitness December, 1962.

1951 **MAUDSLAY**, A.E.C. oil engine, 33-seater Bellhouse-Hartwell, certificate of fitness August, 1963.

1951 **BEDFORD** petrol 35-seater, exterior red, certificate of fitness August, 1961.

1951 **BEDFORD** petrol 33-seater, exterior green-grey, certificate of fitness 1961.

1948 **DENNIS** 33-seater, Churchill body, exterior cream-blue, certificate of fitness 1963.

1948 **LEYLAND** PS1 33-seater Harrington, exterior blue-cream.

1947 **DENNIS** 35-seater, exterior blue-cream, certificate of fitness 1962.

EXPORT inquiries invited. 920-322

We can offer immediate delivery of the following new vehicles:

**NEW BEDFORD** SB1 diesel, 5-speed gearbox, Duple 41-seater, red interior, number plates, maroon-grey.

**1961 TROJAN** 13-seater luxury coach, as new, low mileage, certificate of fitness December, 1961.

**1959** **BEDFORD** petrol Duple 41-seater, glass roof quarters, heaters, red interior, maroon-grey.

**1959** **BEDFORD** 38-seater, 11-seater, maroon-grey.

**1959** **BEDFORD** SB1 diesel Duple, 41 seats, red interior, one owner, special moulding, certificate of fitness December, 1960.

**1958** **BEDFORD** Vega 41-seater, red interior, green exterior, very clean, certificate of fitness 1965.

**1957** **BEDFORD** Vega, fitted new 300 diesel engine, maroon interior, 22.850.

**1957** **BEDFORD** Burlingham 37-seater, red interior, gold-maroon exterior, certificate of fitness 1964.

**1954** **BEDFORD** Vega 38-seater, blue interior, blue-cream exterior, one owner, certificate of fitness March, 1964, £1,650.

**1953** **BEDFORD** Duple Super Vega, 35-seater, lift-up vents, green interior, cream exterior, certificate of fitness December, 1960.

**1953** Registered A.E.C. 7.7 Yeates, 37 seats, full front, autumn tint interior, maroon-cream exterior, sit good tyres, certificate of fitness March, 1963, very clean, £675.

**1952** **DENNIS** Falcon, 5.5-litre engine, Eaton 2-speed axle, Plaxton 35-seater body, red interior, cream-blue exterior, certificate of fitness October, 1961, £995.

**1952** **BEDFORD** Vega 36-seater, red interior, red exterior, maroon body, £1,250.

**1952** **BEDFORD** Vega 33-seater, autumn tint interior, red-grey-cream exterior, very clean, certificate of fitness 1963, £1,250.

**1952** **DENNIS** Lance J-10A 37-seater, Strachan full-body, green interior, certificate of fitness April, 1962, £230.

**1950** **DAIMLER** CVD 6SD Gurney Nutting 35-seater, lift-up vents, red interior, red-grey exterior, certificate of fitness December, 1962, £600.

**1947-48** **BEDFORD** Vistas, 29-seaters, choice of from £250.

**1950** **DAIMLER** CVD 6SD Gurney Nutting 35-seater, lift-up vents, red interior, red-grey exterior, certificate of fitness December, 1962, £600.

**1947** several, certificates of fitness 1962 and 1963 from £250.

920-504

a51

**Used Passenger Vehicles (contd.)**

**THE MILLBURN ORGANIZATION**  
OFFER IMMEDIATE DELIVERY.

**NEW FORD** Thames Burlingham Seagull 41-seater de luxe.

**1959**, June, **BEDFORD** Super Vega Duple 41-seater certificate of fitness 1966.

**1959** **BEDFORD** Yeates de luxe 41-seater, blue and cream, certificate of fitness 1966.

**1958** **COMMER** TS1 Duple 41-seater, cream and red, certificate of fitness 1965.

**1958** **BEDFORD**, Leyland diesel unit, 40-seater.

**1955** **ATKINSON**, Gardner 5-cylinder underfloor unit, Seagull 39-seater de luxe, brown and cream, certificate of fitness 1965.

**1955** **BEDFORD** Duple 36-seater, R6 diesel unit, certificate of fitness 1965.

**1951** **LEYLAND** PS2 Burlingham full-front 33-seater coach.

**1948** **LEYLAND** PDI high-bridge M.C.W. 56-seater (choice of five).

**1947** **LEYLAND** PDI high-bridge Leyland all-metal 53-seaters; these vehicles have just come off service in excellent condition and certified up to 1964 (choice of nine).

**1946** **LEYLAND** PDI high-bridge M.C.W. couchwork.

A number of 1949-50 Alexander all-metal-frame 53-seater lowbridge double-deck buses, excellent order, certificates of fitness up to 1963.

**1948** A.E.C. 7.7 Burlingham 36-seater bus, certificate of fitness to 1963.

A number of A.E.C. 7.7 and Leyland PS1 34-, 36-seaters, suit public works contractors, bargain prices.

A number of **LEYLAND** T57 with 7.4 engines and fitted 1949 Burlingham 35-seater bus bodies.

A number of **LEYLAND** PSI Burlingham 31-seater coaches, 7.4 engines, 1948-49.

FOR RELIABLE VEHICLES, CONTACT

**MILLBURN MOTORS (PRESTON), LTD.**,  
WALMER BRIDGE,  
LONGTON, PRESTON, LANCS.  
Phone, Longton, Lancs. 3255-6.

WHOSE REPUTATION IS YOUR GUARANTEE OF A GOOD VEHICLE AND A FAIR DEAL. 920-87

**SOUTHERN LIGHT COACH CENTRE,**

JOHNS CROSS GARAGE, LTD.,  
JOHNS CROSS, ROBERTSBURG, SUSSEX.  
Phone, Robertsbridge 222 and 224.

FOR immediate delivery new **COMMER** Corinthian, Burlingham Seagull, finished to operators' requirements. NEW TROJAN rural bus with red interior, exterior finished to suit, list price.

**1957** **BEDFORD** Vega, finished in red and cream, red interior, certificate of fitness 1963 £2,450.

**1957** **MEADOWS** 41-seater, in blue, desirable vehicle, new engine, certificate of fitness 1964 £1,780.

**1956** **BEDFORD** Vegas, 41-seaters, choice of two, from £2,250.

**1953** **BEDFORD** Plaxton 35-seater, excellent mechanically, certificate of fitness 1963 £1,375.

**1951**-2 **BEDFORD** Vega, 33-seater, choice of two, from £950.

**1951** **BEDFORD** Plaxton Venturer, 33-seater, 8 ft., cream with russet interior, many extras, £1,250.

**1951** **BEDFORD** Vega, 35-seater, above average, £1,095.

**1950** **COMMER** 30-seater, above-average condition, certificate of fitness 1962 £125.

**A.E.C.** 7.7 chassis, 1952 body, in excellent condition, £695.

SEVERAL 1947 onwards **BEDFORD** Vistas, from £250.

IT COSTS YOU NOTHING TO CALL US

JUST ASK FOR

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ALL OFFERS CONSIDERED.

MUST CLEAR ABOVE STOCK FOR THIS SEASON. 920-18

**LUTON COMMERCIAL MOTORS, LTD.**,  
THAMES HOUSE,  
DUNSTABLE.

MAIN FORD DEALERS.

**1961** **FORD** Burlingham 41-seater, 2-speed axle, Hydrolac, heaters, wheel discs, etc.

**1958** **BEDFORD**, fitted new 300 diesel engine, Plaxton 41-seater, glass quarters, radio, heaters, etc., certificate of fitness 1965.

**1955** **BEDFORD** petrol Duple 36-seater, heaters, wheel discs, etc., certificate of fitness 1946.

**1951** A.E.C. Mk. IV Yeates 41-seater, etc., certificate of fitness 1964.

PART-EXCHANGE, HIRE-PURCHASE.

PHONE, DUNSTABLE 64381.

(FIVE LINES.)

920-195

**Used Passenger Vehicles (contd.)**

**FRANK COWLEY.**

**200**

**BUSES AND COACHES**

ACTUALLY IN STOCK AND READY FOR

IMMEDIATE SERVICE.

**1954** **LEYLAND** Tiger Cub, super luxury coach, twin axles, full air brakes, finished duo tone blue with blue grey interior, good tyres, certificate of fitness 1964 £1,450.

**1952** **LEYLAND** Royal Tiger coaches, full air brakes, underfloor engine, no bulkhead, all in excellent condition and certified, choice of four, £950 each.

**1952** A.E.C. Mk. IV, underfloor engine, with full air brakes, 39-seater coach, in very excellent condition throughout, certified 1962 £895.

**1954** **LEYLAND** PS1 33-seater coaches, all with good clean sound bodies and good seats, first-class machines, £125 each.

**1952** **BRISTOL** Super 35-seater service buses, SLW Gardner engines and 5-speed gearboxes, Burlingham bodies and seats, in almost new condition, certified 1962 and 1963 £320 each. Choice of 10.

**1949** A.E.C. high- and low-bridge double-deckers, all with 9.6 engines and full air brakes, good clean sound bodies and first-class machines, £295 each. Choice of six.

**1952** A.E.C. High-bridge 7.7 double-deckers, all with Willowbrook bodies, first-class machines, £295 each. Choice of six.

**GUY** low-bridge 53-seater double-deckers, all with Gardner SLW engines and 1952 bodies, exceptionally clean sound machines, £295 each. Choice of eight.

**1952** **LEYLAND** high- and low-bridge double-deckers, all with 9.6 engines and full air brakes, good clean sound modern bodies, choice of 15, certified late 1962 £295 each.

**1952** All the above vehicles carry our three months' guarantees. Tee and are fitted with good serviceable or new batteries.

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Blackfriars 1048. 920-256

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INGS ROAD, WAKEFIELD.

Phone 6771 (10 lines).

**1959** **NEW FORD** Trader diesel 41-seater Plaxton Embassy, certified 1968, one available.

**1959** **BEDFORD** SB3 petrol 41-seater Duple Super Vega, choice two, Triple quarter lights, heater, radio, immaculate condition. (One 7 ft. 6 in. wide.)

**1959** **BEDFORD** SB3 petrol 41-seater Burlingham Seagull, heater, certified 1966, 21,000 miles.

**1958** **57 BEDFORD** SB3 petrol 41-seater Duple Super Vega, heaters, choice four.

**1958** **56 COMMER** TS3 (Rootes diesel) 41-seater Duple Super Vega, heaters, choice six.

**1957** **COMMER** TS3 diesel 41-seater Beadle Rochester, certified 1964, heater.

**1956** **BEDFORD** SB3 petrol 41-seater Burlingham Seagull, heater, petrol, certified 1966.

**1955** **COMMER** TS3 diesel 41-seater Thurgood, certified 1965, heater, luxus seating.

**1954** **GUY** Arab (Gardner 6L.W) 41-seater Burlingham Seagull, heater, certified 1964.

**1954** A.E.C. Reliance (7.75) 41-seater Burlingham Seagull, heater, radio, 2-tone grey.

**1954** **53 BEDFORD** SB petrol 36-33-seater Burlingham Seagull, certified 1965-62; choice two.

**1953** **51 BEDFORD** S8 (petrol) 33-38-seater Duple Vega, Plaxton Envoy, Yeates Riviera and Gurnett, choice several, all certified.

**1952** A.E.C. Mark IV (9.6-litre) 41-seater Yeates, certified 1962, heater fitted, dual blue.

**1952** A.E.C. Regal Mark IV, 9.6-litre, 41-seater Burlingham Seagull, heater, radio, choice two.

**1952** **LEYLAND** Royal Tiger, 9.8-litre, 41-seater Burlingham Seagull, cream-red, heater, radio.

920-204

**KIRKBY AND SONS (SALES), LTD.**

SOUTH ANSTON,

NEAR SHEFFIELD.

**1948** **DAIMLER** 6 CVD 35-seater, rebodied 1954, full fronted, certificate of fitness 1964 £300.

**1952** **1952** **33 Duple Vega**, certificate of fitness 1965, red moquette, ivory exterior, £985.

**1956** **BEDFORD** 41 Yeates Riviera, green moquette, and ivory exterior, certificate of fitness 1966, £2,385.

**1955** **BEDFORD** 36-seater Duple Vega, certificate of fitness 1965, autumn tint moquette, brown and beige, £1,965.

**1958** A.E.C. Reliance 41-seater, Plaxton Consul, certificate of fitness 1963, red moquette, blue and ivory exterior, £3,700.

**1960** **FORD** Trader 41-seater Duple Yeoman, certificate of fitness 1967, blue moquette, blue and ivory exterior, £3,250.

PLEASE WRITE OR PHONE FOR OUR LATEST LIST OF QUALITY TESTED COACHES.

Phone, Dinnington 541 (four lines) by day.

NIGHT PHONE, MANSFIELD 5395, DINNINGTON 577, WORKSOP 2963.

Southern Area, phone, Tavistock 2739. 920-418

**Used Passenger Vehicles (contd.)**

**1953** **BEDFORD** 37-seater Duple, 8 ft., fitted with heater, radio and speech amplification, certificate of fitness May 1960, new engine fitted 1960, very nice condition, maroon exterior.

**1952** **BEDFORD** 33-seater Duple, 7 ft. 6 in., quarter lights, fitted with heater, radio and speech amplification, certificate of fitness April 1962, new engine fitted late 1960, good condition, maroon exterior.

**1955** **BEDFORD** 37-seater Duple, 8 ft., fitted radio, certificate of fitness 1964, red and cream exterior.

**1955** **BEDFORD** Duplex 8-ft. 36-seater, Perkins R6, maroon and cream exterior, Formica sides, certificate of fitness 1964.

**1959** **BEDFORD** Duplex 8-ft. 41-seater, diesel, all new, new Bedford diesel engine fitted 26.6.61.

**1960** **Thames** Burlingham 41-seater, one owner, certificate of fitness 1967.

**1960** **(1961 model)** **Thames** Duple 41-seater, ex-demonstrator.

**1960** **BEDFORD** diesel Duple 41-seater, one owner.

TWO ONLY.

**1961** Models. **Thames** coaches with Duple bodies. NEW 1962 **Thames Harrington** Plaxton or Duple. ORDER NOW for your own specification and assured delivery for 1962 season.

FOR demonstrations at your own convenience phone Mr. Ralph Gill, Waterloo 4959.

**DISPATCH MOTORS,**

246 BOROUGH HIGH STREET, S.E.1.  
Waterloo 5991. 920-344

**BIRMINGHAM COACH SALES, LTD.**

44 INGE STREET (NEXT TO HIPPODROME).  
BIRMINGHAM, 5.  
Phone, Midland 1355.

TWO new 1961 **FORD** Duples for immediate delivery.

**1958** **COMMER** TS3 41-seater Plaxton, radio, three heaters.

**1958** **BEDFORD** petrol 41-seater, Burlingham body.

**1957** **BEDFORD** 41-seater Duple, wireless, P.A.

**1954** **BEDFORD** 36-seater Yeates, exceptionally clean vehicle, excellent tyres.

**1953** **GUY** 6L.W 41-seater, Metalcraft, reseated, certificate of fitness 1963.

**1952** **BEDFORD** 29-seater Duple, reclining seats.

**1951** **BEDFORD** Duplex.

**1951** **LEYLAND** Royal Tiger 41-seater, Harrington body, certificate of fitness 1965, choice of two.

**1950** **PS1** and **PS2** **LEYLAND** 33-seaters, Harrington, certificates of fitness 1963 and 1964.

**1948** A.E.C. double-decker low-bridge 53-seater, Weymann bodies, choice of three.

WE SPECIALIZE IN PART-EXCHANGE WITH THE EASIEST OF HIRE-PURCHASE TERMS.

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BUSINESS ON SUNDAYS BY APPOINTMENT.

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**STANLEY HUGHES AND CO., LTD.**

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IMMEDIATE DELIVERY

OF

NEW A.E.C., **BEDFORD** AND **FORD** WITH DUPLEX BODIES.

CHOICE OF 40 A.E.C. RELIANCE A.E.C. MARK IV, 1959-60 **BEDFORD** AND **FORD** DIESELS.

GOOD SELECTION OF

FULL-FRONT AND HALF-CAB MODELS.

920-430

**PEARL GARAGES, LTD.**

**A.E.C.** 9.6 33-seater half-cab, 1949, certificate of fitness to 1963.

**A.E.C.** 9.6 33-seater full-front, 1950, certificate of fitness to 1963.

**DENNIS** Lance 35-seater half-cab, 1947, certificate of fitness to 1964.

**DENNIS** Lance 35-seater half-cab, 1949, certificate of fitness to 1963.

**BEDFORD** Vista 29-seater, 1949, certificate of fitness to October, 1962.

NEAR offer accepted for any of the above.

**C**OMPLETE engine and spares for 9.6 A.E.C.

**37** **SOUTH EALING RD.**, London, W.5. Ealing 9046. 920-201

### Used Passenger Vehicles (contd.)

**LES GLEAVE, LTD.**  
FOURWAYS GARAGE,  
ARCLID, NEAR SANDBACH, CHESHIRE.  
Phone, Smallwood 225, 226.

**NEW 1961** Burlingham 41-seater.  
**NEW 1961** Plaxton 41-seater.

### FOR EARLY DELIVERY.

**1960** FORD Plaxton, quarter lights and many extras  
**1959** BEDFORD Plaxton, quarter lights and many extras  
**1959** BEDFORD Yeates 41-seater.  
**1958** BEDFORD Plaxton.  
**1958** BEDFORD Duple 41-seater.  
**1956** COMMER TS3 41-seater.  
**1952** BEDFORD Plaxton 33-seater, choice of two.

**VARIOUS** petrol and diesel coaches available for works or contract, some with good certificates of fitness, cheap to clear.

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FOURWAYS GARAGE,  
ARCLID, NEAR SANDBACH, CHESHIRE.  
AFTER 8 P.M., PHONE, SANDBACH 881 OR  
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**THE MOTOR DEPOT.**  
158 WALGRAVE ROAD,  
COVENTRY.

PHONE: DAY, COVENTRY 53732.  
NIGHT: COVENTRY 68503.

**NEW 1961** FORD THAMES DUPLES AVAILABLE FOR

### IMMEDIATE DELIVERY.

SPECIAL BRAKING EQUIPMENT FITTED.

**1960** FORD Thames Duple Yeoman 41-seater.  
**1959** 41-seater BEDFORD Duple, diesel, choice of two.  
**1959** 41-seater BEDFORD, petrol.  
**1959** 37-seater BEDFORD Burlingham.  
**1957** 36-seater BEDFORD Burlingham.  
**1955** 35-seater BEDFORD Burlingham.  
**1953** 33-seater BEDFORD Duple.  
**1951** 41-seater LEYLAND Royal Tiger, Plaxton.  
**1951** 35-seater LEYLAND.

**MANY** other second-hand coaches of various types to choose from.  
**PART-EXCHANGES** and guaranteed H.P. facilities. 920-179

### TRANSPORT (PASSENGER EQUIPMENT), LTD.

**1949** LEYLAND PSI single-deck service saloon, certificate of fitness 1963, 34 seats, C. H. Roe body.  
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**H**ANDS 1956 8-ton drawbar trailer, 18-ft. body, oil-bath turntable, £175. J. Stirland (Nottingham), Ltd., Lilar Grange, Beeston, Nottingham 25283. 920-KA6157

**S**CAMMELL 12-ton straight-frame trailer, 25-ft. platform body with 3-ft. 6-in. headboard, Scammell quick-release coupling and 9.00 x 20 (14-ply) tyres, £167. Further details from R. Cripps and Co., Ltd., Abbey Bridge, Lenton, Nottingham. Phone, 7160-290-20.

**B**ULK powder carrier, articulated, tandem axle, Dyson Bros., Crown St., Liverpool Royal 1618. 920-49

**H**ANDS, single axle, extending to 40 ft., £225.

**NEW B.T.C.** 26-ft. 1179 four-in-line.

**JOHN HUDSON**, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362, 456, 457. 920-59

**23**-FT. Scammell trailer.

**JACKERY AND CO.**, Maybells Farm, Ripple Rd., Barking, Essex. Dominion 5583. 920-3291

**SPARE PARTS AND SUPPLIES****A.E.C.**

**C**RASSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. Most spares available. zzz-905

**U**SED UNITS, Whittlefield, Burnley (phone 2262). Spares for all commercial and passenger chassis. zzz-649

**J**OHN CHARLTON (BOLTON), LTD., commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.

**S**PARES for most types available. zzz-913

**S.** HUGHES (COMMERCIAL), LTD., Lodge Garage, S. Whitehall Rd. West, Gomersall, near Leeds. Phone, Bradford 681144 (six lines). All spares available. zzz-633

**A**UTOREX (LIVERPOOL), LTD., vehicle dismantlers Holmes Lane, Liverpool. 21 Waterloo 2321. zzz-939

**N**EW reconditioned transfer boxes for Matador, new injector pump, Cundy and Stewart, Ltd., Alfreton, Derby. Leekrook 477. zzz-668

A56

**Spare Parts and Supplies (contd.)****ALBION**

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**A**UTOREX (LIVERPOOL), LTD., vehicle dismantlers, Holmes Lane, Liverpool. 21. Waterloo 2321. zzz-940

**J**OHN CHARLTON (BOLTON), LTD., commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.

**S**PARES for most types available. zzz-914

**S.** HUGHES (COMMERCIAL), LTD., Lodge Garage, S. Whitehall Rd. West, Gomersall, near Leeds. Phone, Bradford 681144 (six lines). All spares available. zzz-634

**ATKINSON**

**C**RASSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. Most spares available. zzz-905

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**20**-TON semi-low-loading trailer and Leyland Comet S-type Bedford, good condition, £135. J. R. Swanston, Colnebrook 2741, Bucks. 920-386

**QUEEN MARY** trailers and others.

**E.A.A.** LTD., Tring 3146.

920-356

**N**EW 25-ft. 11-ton trailer, 9.00 x 20 tyres, hardwood floor, Scammell coupling, £450.

**6**-TON Scammell tipping trailers, fitted 3-ton coupling.

**1**-TON 2-wheel trailers, as new, £40 each.

**3**-TON 4-wheel trailers, as new, £50 each.

**C**AMERON GARAGE, rear of 180-186 Park View Rd., Welling, Kent. Bexleyheath 1747. 920-444

**BROWNHILLS MOTOR SALES**

**N**EW Scammell 12-ton 25-ft. trailers, Scammell coupling. zzz-777

**N**EW Scammell 12- and 14-ton 25-ft. trailers, fifth wheel.

**BROWNHILLS MOTOR SALES**

**W**ATLING STREET (AS), BROWNHILLS, STAFFS.

Phone, Brownhills 2307, 2336 and 2392. 920-382

**BROWNHILLS MOTOR SALES**

**F**DOVE (C.V.), LTD.

**B**RICKHOUSE distributors for London and Home Counties. Scammell trailers, 6-, 8- and 10-ton straight and drop-frame available from stock, all with automatic interchangeable couplings.

**L.** DOVE (C.V.), LTD., 98 Lower Addiscombe Rd., Croydon. Addiscombe 3131. 920-440

**Y**ORK 12-ton articulated trailers, 28-ft. platform bodies, S.A.E. pin, in first-class order, £550 each.

**B.T.C.** bodies, air vacuum brakes, in first-class order, from £350.

**SCAMMELL** trailers, all sizes, 15 ft. to 30 ft., new and stock from £75.

**A**LSO a large number of other types in stock.

**R**USH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 920-226

**40**-FT. American semi-low-loading articulated trailers; dollars available. Bridge Motors "Commercial," Ltd., Botley, Southampton. Phone, Botley 2343. 920-193

**S**CAMMELL 3- and 6-ton and Tasker 8-ton semi-low artic. trailers, 4-wheel Dyson 6-ton and 20-ft. Hanks, £65 each, units extra. Hayes 8821. 920-2623

**Trailers Wanted**

**W**ANTED. Scammell tractor forward control or any similar make, earlier than 1950. Phone, Manchester, Rusholme 2018-8133, or write Daces Motors, Ltd., 18 Clarence Rd., Manchester 13. 920-6245

**W**ANTED. 15-ton low-load drawbar trailer, 18-ft. well, in good condition. F. Gibson and Sons, Huddersfield, Mill Rd., South Gostforth. Newcastle-on-Tyne, 3. 920-x6146

**ONE** 10-12-ton tipping trailer. Clee Hill Transport, Ltd., Ludlow. 920-460

**W**ANTED, 4-wheel towbar, low-load trailer, 16-ft. well, to carry 10 to 12 tons, air brakes and K.O. axle. L. A. Walter, West Moors, Dorset. 920-x6308

**TRAILER UNDERCARRIAGES**

**D**AVIES. S.A.E. 5th-wheel coupling, factory reconditioned, exchange service and spares. Thundridge Ware, Herts. Ware 2288-9 or Hertford 3334. zzz-862

**R**ECONDITIONED service — exchange Scammell couplings. Merrivorth (Eng.), Ltd., London Rd., Stone Dartford Kent. Dartford 21171. 920-878

**TRANSPORTERS**

**1960** Thames Trader 6D unit and Carrimore double-deck car transporter, very low mileage, bargain; also other good transporters in stock.

**R**USH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 920-223

**R**ECONDITIONED engines with accessories, 6 x 4 and 4 x 2, £45; new cylinder blocks with pistons and bearings, £10; 3½-litre crankshafts, £6; gearboxes, £10; 4 x 4 transfer cases, £18; 4 x 4 and 5-ton differentials, £16; 6 x 4 differentials, £20; axleshafts, £3. L. 3255-6. VASS, LTD., Ampthill, Bedford. Ampthill 2272

**J**OHN CHARLTON (BOLTON), LTD., commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.

**S**PARES for most types available. zzz-915

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Main Spare Parts Stockists.

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Victoria 2211.

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**J. GIBBS, LTD.**

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AUSTIN AND BMC REPLACEMENT PARTS  
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**LONGBRIDGE HOUSE,**

BEDFORD, FELTHAM, MIDDLESEX.  
Feltham 6644 (five lines).

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AUSTIN 4 x 4 front and rear axles; also differentials  
**AUTO UNITS (EALING), LTD.**, Derwent Rd., Ealing,  
W.S. Ealing 5108.

222-836

**LARGEST STOCKS IN ENGLAND.**

AUSTIN Loadstar spares, huge discounts.

**AD-REPS, LTD.**, Lawrence Estate, Green Lane, Hounslow, Middx. Hounslow 7788.

925-6276

**LOADSTAR** pistons ID 1795 st. at £3 10s. per set.

**SECOND-HAND** engines with accessories at £15 each.

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East 491.

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**BEDFORD**

**USED UNITS**, Whittlefield, Burnley (phone 2262).

Spares suitable for all models.

222-648

**CROSSROADS COMMERCIALS, LTD.**, Gildersome, near Leeds. Morley 4144-5-6. All spares and parts in stock.

222-968

**QL** New crown wheel and pinions. £6 each; second-hand diff. and pinion ass. c/w bearings. All spares for QL and OY Cundy and Stewart, Ltd., Alfreton, Derby. Leabrooks 477.

222-725

**JOHN CHARLTON (BOLTON), LTD.**, commercial vehicles and vans. Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.

**SPARES** for most types available.

222-916

**A XLE** cases, O, A and S; also differentials and hubs

Turner and Knight, Ealing 4298.

222-606

**AUTOEX (LIVERPOOL), LTD.**, vehicle dismantlers.

Holmes Lane, Liverpool, 21. Waterloo 2321.

222-942

**COACHES AND COMPONENTS, LTD.**

93-94 STAMFORD HILL,  
LONDON, N.16.

Stamford Hill 8444 (five lines).

**BEDFORD MAIN DEALERS.**

PASSENGER AND COMMERCIAL VEHICLES.

**FULL range of genuine spares and exchange units;**  
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**S. HUGHES (COMMERCIAL), LTD.**, Lodge Garage, Whitehall Rd. West, Gomersall, near Leeds. Phone, Bradford 681144 (six lines). All spares available.

222-635

**JOHNSON-ROBERTS, LTD.**, have been supplying

exchange Bedford 28 h.p. "Short Motors" for 16 years. Why not try one for yourself? £24 net trade or £26 10s. with pump and reconditioned oil pump. Every cylinder block reconditioned and guaranteed. For full details write or phone London's oldest-established engine reconditioning concern, Johnson-Roberts, Ltd., 12 Pembroke Rd., Hornsey, N.8. Phone, Mountview 0111-4.

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**200 BEDFORD ENGINES.**

EX-MINISTRY, 28 H.P., ALL ACCESSORIES,  
£22 10s.

**COMMERCIAL VEHICLE SPARES (MORLEY).**

SCOTCHMAN LANE,  
MORLEY, YORKS.  
Phone 1847.

930-6262

**BEDFORD QL** transfer boxes, £18; O.S. cab doors complete, £3 10s.; windscreen glass, 25s.; crown wheel and pinions, 6-37, £5; OY rear axles 6-41 ratios, £35; O.S. front wings, £3; reconditioned engines, c.w. accessories, £45; cylinder blocks, c.w. pistons, £20, £7; crankshafts, £6.

**L. W. VASS, LTD.**, Ampthill, Bedford. Ampthill 3255-6.

222-872

**BEDFORD** 28 h.p. Ministry reconditioned engines complete with clutch and all accessories at £55. G. R. Irani and Co., 10 St. Dunstan's Hill, E.C.3. Min 6374.

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**VARIOUS** spares for 7- and 5-ton O and S models, including heavy-duty springs. Phone, Bal 1616.

920-318

including heavy-duty springs. Phone, Bal 1616.

Spare Parts and Supplies (contd.)

**JOHN CHARLTON (BOLTON), LTD.**, commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.  
**S**PARES for most types available. zzz-919

E.R.F. Wanted

**W**ANTED. Spares for E.R.F. L.K.'s, 1952-60, would consider accident-damaged vehicles. Bridgend Creamery, Glamorgan. Bridgend 3417.

EX-W.D. SPARES

**F**OR all your spares, ex-W.D. and civilian. Mains Motors, Ltd., Woodside, Old Henley Rd., Ewell, Oxon. Phone 62.

FODEN

**USED UNITS**, Whittlefield, Burnley (phone 2262). **D**OOG and DG units and spares. zzz-653

**C**OMPREHENSIVE range of all Foden and Gardner spare parts. Gardner exchange engines in stock. **H**AZLEMERE MOTOR CO. (WALTHAM ABBEY), LTD. Phone, Waltham Cross 2275-67.

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**S**PARES for most types available. zzz-920

**C**RROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. Now dismantling Foden 16-ton FG 2-stroke Mk. I tippers. Most spares available. zzz-949

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**F**ORD V8 engines, complete with water pumps and clutch assembly, bench tested, packed in a non-returnable wooden case. £37 10s. ex works. **J**. T. LEAVESLEY, LTD., Alrewas, Staffordshire. Phone, J. Alrewas 354-5-6, ext. 5.

**J**OHN CHARLTON (BOLTON), LTD., commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.  
**S**PARES for most types available. zzz-921

**D**ISMANTLING Ford Traders, all parts available, including 16500 and 1350 Eaton 2-speed axles. Also Count, trailing axle.

**C**OMMERCIAL VEHICLE SPARES (MORLEY). SCOTCHMAN LANE, MORLEY, YORKS. Phone 1847. zzz-6261

**S**HUGHES (COMMERCIAL), LTD., Lodge Garage, Whittlefield Rd. West, Gomersal, near Leeds. Phone, Bradford 681144 (six lines). All spares available. zzz-638

**T**RADE Hydrovac 7-ton back and front axle, complete with double acting Hydrovac and all parts for conversion, £75. Cap 4777 or 4713. zzz-509

Ford Wanted

**7V** Rear axles, also gearboxes and springs. £076 each, transfer boxes, front shaft; good cash prices paid. Hayes (Middlesex) Trading, Ltd., 73-75 Prince Regent Lane, Plaistow, London, E.13. Albert Dock 560-1-2.

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**C**RROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. All spares in stock. zzz-974

**J**OHN CHARLTON (BOLTON), LTD., commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.  
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G.M.C.

**C**OMPREHENSIVE stocks of spares, parts and replacement units for G.M.C. Don Everall, Ltd., distributors, Cleveland St., Wolverhampton. Phone 233-2 zzz-904

**J**AYGEE. For engines, gearboxes, axles and all other spares. Phone, Ric 3656, or write J. G. Auto Spares Co., 109-111 Fulham Palace Rd., Hammersmith, W.6. zzz-28

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**USED UNITS**, Whittlefield, Burnley (phone 2262). New and used spares available for Wolf, Vixen, Otter, Arab, Warrior and Invincible. zzz-655

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**C**RROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. All spares available zzz-975

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Spare Parts and Supplies (contd.)

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**S**PARES for most types available. zzz-923

**S**HUGHES (COMMERCIAL), LTD., Lodge Garage, Whittlefield Rd. West, Gomersal, near Leeds. Phone, Bradford 681144 (six lines). All spares available. zzz-640

**D**ISMANTLING: Octopuses, Hippos, Beavers, and Comets, all parts available, including 60 engines, 90 engines, 3-speed axles, gearboxes, etc. **R**USH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. zzz-218

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**USED UNITS**, Whittlefield, Burnley (phone 2262). All models. zzz-658

**C**RROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. All spares available. zzz-976

**C**OMPREHENSIVE stock of spares and exchange units. Cromard liner stockists. Fully equipped diesel workshop with a good stock of C.A.V. and Simms spares and exchange units.

**T**OWER BRIDGE GARAGE (ENGINEERING), LTD., 17a Tower Bridge Rd., London, S.E.1. Phone, Hop 0461-2, 3228.

**S**HUGHES (COMMERCIAL), LTD., Lodge Garage, Whittlefield Rd. West, Gomersal, near Leeds. Phone, Bradford 681144 (six lines). All spares available. zzz-641

**J**OHN CHARLTON (BOLTON), LTD., commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.  
**S**PARES for most types available. zzz-924

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**W**IGGS AND SONS, LTD., for Meadows engines, spares and service. 179a Peckham Park Rd., S.E.15. New Cross 1241. zzz-626

**M**ORRIS AND MORRIS-COMMERCIAL

**J**OHN CHARLTON (BOLTON), LTD., commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.  
**S**PARES for most types available. zzz-925

**M**INISTRY reconditioned Morris 6-cylinder o.h.v. engines, c-w accessories. £45; side valve, £25. **W**. VASS, LTD., Ampthill, Bedford. Ampthill 3255. zzz-895

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**C**RROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. All types in stock. zzz-977

**USED UNITS**, Whittlefield, Burnley (phone 2262). All spares available. zzz-660

**H**ALLS (FINCHLEY), LTD., official signholders, have the most comprehensive range of Perkins and Seddon spares in London and the Home Counties. Phone, write or call for orders to—

HALLS (FINCHLEY), LTD.

ARCADIA AVENUE, FINCHLEY CENTRAL, LONDON, N.3.

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**P**6 Heads, part-exchange service. Your old cracked scrap head accepted. All valve seats built up and resurfaced to standard (not inserts), new guides fitted, more ground pressure tested, guaranteed. Greatly reduced prices against others.

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**C**OACHES AND COMPONENTS, LTD., 469-473 HOLLOWAY ROAD, LONDON, N.7. Archway 2647 (five lines).

**A**S official signholders we hold a full range of genuine spares and exchange units. Conversion specialists. zzz-781

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**S**HUGHES (COMMERCIAL), LTD., Lodge Garage, Whittlefield Rd. West, Gomersal, near Leeds. Phone, Bradford 681144 (six lines). All spares available. zzz-646

**A**UTOREX (LIVERPOOL), LTD., vehicle dismantlers. Holmes Lane, Liverpool, 21. Waterloo 2321. zzz-951

**S**PARES for most types available.

**L**ONGTON TRANSPORT EQUIPMENT CO., LTD., Longton, Stoke-on-Trent. Phone 3225.

**T**HORNYCROFT reconditioned petrol engines complete with accessories for TC4-ERA 4 only, £55 each; gearbox with booster assembly, £15 each.

**J**. LEAVESLEY, LTD., Alrewas, Staffordshire. Phone, J. Alrewas 354-5-6.

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**S**HUGHES (COMMERCIAL), LTD., Lodge Garage, Bradford 681144 (six lines). All spares available. zzz-643

**J**OHN CHARLTON (BOLTON), LTD., commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.  
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**USED UNITS**, Whittlefield, Burnley (phone 2262). Most spares available. zzz-662

**C**RROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. All spares available. zzz-979

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Seddon Wanted

**W**ANTED, differential assembly or crown wheel and pinion for Seddon MK. VII 3-tonner, chassis no. 117000, 1956. Price £100. Please add £10 postage.

**A**PPLEYARD OF LEEDS, LTD., North St., Leeds, A. 7. Phone 32731, extension 268. zzz-25

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**C**RROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. Most spares available. zzz-980

**USED UNITS**, Whittlefield, Burnley (phone 2262). Most spares available. zzz-663

**W**IGGS AND SONS, LTD., for Sentinel sales, spares and service. 179a Peckham Park Rd., S.E.15. New Cross 1241. zzz-630

**S**HUGHES (COMMERCIAL), LTD., Lodge Garage, Bradford 681144 (six lines). All spares available. zzz-645

**S**TORF's clearance sale. Variety of parts for 4-wheel, light 6- and heavy 6-wheeler. Write for inquiries, please. Reply to: Reference C.R.H., Dartmouth Garage, High St., West Bromwich. zzz-6230

THORNYCROFT

**C**RROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. All spares available. zzz-981

**J**OHN CHARLTON (BOLTON), LTD., commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.  
**S**PARES for most types available. zzz-929

**S**HUGHES (COMMERCIAL), LTD., Lodge Garage, Whittlefield Rd. West, Gomersal, near Leeds. Phone, Bradford 681144 (six lines). All spares available. zzz-646

**A**UTOREX (LIVERPOOL), LTD., vehicle dismantlers. Holmes Lane, Liverpool, 21. Waterloo 2321. zzz-951

**S**PARES for most types available.

**L**ONGTON TRANSPORT EQUIPMENT CO., LTD., Thornycroft Distributors, Longton, Stoke-on-Trent. Phone 3225.

**T**HORNYCROFT reconditioned petrol engines complete with accessories for TC4-ERA 4 only, £55 each; gearbox with booster assembly, £15 each.

**J**. LEAVESLEY, LTD., Alrewas, Staffordshire. Phone, J. Alrewas 354-5-6.

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**C**RROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. All spares available. zzz-982

**W**IGGS AND SONS, LTD., for Vulcan spares and service. 179a Peckham Park Rd., S.E.15. New Cross 1241. zzz-631

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**S**HUGHES (COMMERCIAL), LTD., Lodge Garage, Bradford 681144 (six lines). All spares available. zzz-647

**H**HIGH CROSS SERVICE GARAGE, LTD., for Vulcan and Perkins spares service. Exchange engines and units from stock. High Cross Rd., Tottenham, N.1. Phone, Tot 4317. zzz-6005

**H**OLLOWAYS, Shoreham-by-Sea, Sussex. Vulcan spares. Phone, 2253-4. zzz-423

UNCLASSIFIED

**S**PARES for all commercials from Crossroads Commercial, Ltd., Gildersome, near Leeds. Phone, Morley 4144-5-6.

## Spare Parts and Supplies (contd.)

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**C**OMMERCIAL motor specialists, have a large stock of spare parts of every description.  
**L**AMMAS MOTORS (REGD.), 680 Garratt Lane, Tooting, S.W.17. Phone, Wimbledon 6890. zzz-897

**U**SED UNITS. Whittlefield, Burnley (phone 2262). Engines, gearboxes, axles, springs, wheels, most makes. zzz-666

**F**LASHING indicators, Lucas manufacture, 6 and 24 v., complete sets, heavy duty, comprising four lamps, switch flasher unit, wiring and diagram, £3 each, carriage paid.

**L**. W. VASS, LTD., Ampthill, Bedford, Ampthill 3255-6. zzz-864

**B**URTS MOTORS have engines, axles, gearboxes and differentials for most ex-W.D. vehicles. **B**URTS MOTORS also have a good stock of second-hand engines, generators, rear axles and other parts of all makes of commercial vehicles including Austin, Bedford, Chevrolet, Commer, Dodge, Ford, Guy, Morris, Studebaker, etc. Full range of accessories stocked. Competitive prices. 7 High St., Colliers Wood, S.W.19. Liberty 2062-7. zzz-4723.

**C**OMMERCIAL spares available, Austins, Albions, Bedfords, Commers, Dodge, Morris, Thornycroft, Vulcans, etc., Pet and R.R. engines, 2-speed axles, etc. Immediate attention. Cooper, Bridge Spares, Mirfield, Yorks. Phone, MFD 3632.

**D**ISMANTLING Austin commercials 1954-53, Bedfords 1952-53 and 5-ton. Q4 and 6-ton. DODGE 106. Morris Oxford and J vans 1952. Morris Commercial 2- and 5-ton 1945-51. Ford ET6, ET7, Sussex 6-wheelers. Vulcans, Seddon P6 diesels, Dennis Max and Pax, Thornycroft 4-cylinder petrol, 1950 and many others.

**R**EADWAY SPARES, Bordeley Green Rd., Birmingham 9. Victoria 4933.

**A**LL types of diesel motor spares. T. and F. Motors, 2a Pooler Park, Finsbury Park, N.4. Archway 4582-68.

**G**ARDNER 4LK and box, ex-Guy Otter, £50; P6, ex-Fordson tractor, £35; Perkins PL4 with fluid flywheel, £35. Various others. Lawrence, Alfreton, Derbyshire. Phone, 505.

**G**ARDNER 4 and 5LW and 4LK engines.

**P**ERKINS R6, P6 and P4 engines.

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**GARDNER** 4LW K type, complete with B.D. high-speed box.

**GARDNER** 4LK with Bedford conversion.

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**SERVIS** recorders register automatically the exact running and standing times of vehicles. Every minute of every journey is accounted for clearly on scientific time-proof chart.

**REDUCTION** in running costs follows inevitably when you know the journey facts.

**VEHICLES** can then be scheduled for journeys at maintenance with maximum efficiency.

**IT** is a good idea to write for descriptive literature to:

**SERVIS RECORDERS, LTD.**, 19 London Rd., Gloucester. Phone: Gloucester 2412. 222-0621

## EDBRO B. AND E. TIPPERS, LTD.

**BRITAIN'S** largest manufacturers of tipping gears and heavy dumper equipment, end- or 3-way tipping gears and bodies in timber or steel, also conversions, hydraulics for farm equipment, etc. Head office and works: Quebec St., Bolton. Phone: Bolton 62221-5. London Depot: 258-264 Goldhawk Rd., W.12. Phone: Shepherd's Bush 6226. 222-731

**PILOT** tipping gear spares. Full range of parts always in stock at—  
**D.B.S. COACHWORKS, LTD.**, 24a St. Marks Rd., North Kensington, London, W.10. Phone: Ladbroke 0493-1768. 222-842

**ONE** set of second-hand twin-ram underbody Pilot tipping gear, complete with strong 15-yd. body. £10. L. W. VASS, LTD., Ampthill, Bedford. Ampthill 3255. 222-867

**MILSHAW TIPPING GEAR CO.** Hydraulic and screw gears, all types of power take-off units and models. Birch Lane, Bradford. Phone: Bradford 32721-2. **MILSHAW** tipping gears. Inquiries to Birch Lane, Bradford. 920-781

## Spare Parts and Supplies (contd.)

**S**PENBOROUGH tippers, power hydraulic, handcrank, etc. We manufacture a comprehensive range; specialists in wood or steel bodies; we can convert your truck into a tipper. Full particulars from Spennborough Eng. Co., Ltd., Heckmondwike, Yorks, or from Messrs. B.B. Sales, Ltd., 88 Clapham Rd., London, S.W.9. 222-900

**AUTOREX (LIVERPOOL), LTD.**, vehicle dismantlers Holmes Lane, Liverpool 21. Waterloo 2321. 222-951

## WESTON tipping gear.

**M**AIN agents London, Home and Southern Counties. Full service facilities and large stocks of replacement units and spares.

**QUOTATIONS** for complete rebuilds, including steel bodies. 3 to 7 cu. yds.

**CONSULT** us on all tipping-gear problems.

**SOUTHERN HYDRAULIC, LTD.**, 11 Victoria Crescent, S.W.19. Phone: Liberty 2497-8.

**SALES AND SERVICING AGENTS FOR EDBRO-B. AND E. PILOT, TELEHOST, ANTHONY WESTERN, AUTOLIFT TIPPING GEAR MANUFACTURERS.**

**REPLACEMENT P.T.O. PUMP UNIT AND RAMS ALWAYS IN STOCK.**

**WELFORD ENGINEERING (OLDbury), LTD.**, HAINGE ROAD, TIPTON. Phone: Tipton 2721. 920-171

**TWO sets of twin-ram tipping gears, Pilot and 2 LN Edbro, £50 per pair.**

**R. JUSTICE**, Winter Closs, Underwood, Notts. Phane, Langley Mill 3182. 920-492

## Tipping Gears Wanted

**WANTED** 10-15-ton tipping gear and body.

**E. J. BAYLISS**, Timberham Works, Lowfield Heath, Crawley, Sussex. Horley 4536. 920-397

## TOW ROPES

**15-FT.** heavy steel wire tow ropes, complete with hooks and chains. £3 each; carriage paid, cash with order. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Leabrook 477. 920-805

## TYRES AND TUBES

**S**TUCK tyres and tubeless leakers completely avoided by fitting with Tyreprint (regd.) anti-adhesive. For covers on unlined rims, apply Coatite (regd.) general lubricant. Guaranteed harmless to rubber. From all main factors.

**36 X 8, 12-ply, £23; 7.50 x 20 Cross Country or civilian tread, 8-ply, £12; 10.50 x 20 remoulds, £11; 7.00 x 16 remoulds, £5. All carriage paid.**

**L. W. VASS, LTD.**, Ampthill, Bedford. Ampthill 3255. 222-924

**TYRES** for sale: "Surplus to Export Demands." Part-worn tyres bargains, all sizes in stock. Example: 7.00 x 20, £6; 7.50 x 20, £7; 9.00 x 20, £9. Cash-cheque order with order. Prices include delivery. We are receiving regular repeat orders from many large concerns all over the country. All goods are guaranteed to be in good condition. Our money-back guarantee, whether used or unused. Write or phone for quotation for any sizes not shown.

**R. E. CM.** The Sterling Tyre Co., Ltd., First Avenue, R. Montagu Industrial Estate, Edmonton, London, N.E.8. Phone: Edmonton 7373. 925-6273

## MISCELLANEOUS ADVERTISEMENTS

### ACCOMMODATION

#### CATERING—WEST COUNTRY.

**PAIGNTON HYDRO HOTEL.** The most popular coaching hotel in Torbay. 100 bedrooms, all modern amenities. Fully licensed. Other hotel accommodations for Saturday nights only, fully booked for remainder of 1961 season. Two large restaurants are available for luncheon parties. Menus available at reasonable prices. Own coach/car park. Apply Mr. W. J. Gent, M.H.C.I. Phone: 5633. 222-782

#### BUSINESSES, PREMISES, OFFICES, ETC.

**METROPOLITAN** area haulage business for sale, 30 tons A licences, artic fleet comprising six diesel tractor units and eight trailers. Write Box CM185, care of "The Commercial Motor." 920-6238

**F**OR sale, transport business Limited company, South Wales, approx. 45 tons A licences, three tons B all good road contracts and hiring, turnover over £60,000. Box CM1917, care of "The Commercial Motor." 920-62197

**L**ONG-DISTANCE transport business for sale (south-west), approx. 36 tons "A" licence and 6 tons contract "A," good connections and contracts, no premises involved. Inquiries Box CM206, care of "The Commercial Motor." 921-6265

**L**IMITED company in South Wales, five vehicles on contract "A" with first-class companies, and successful clearing house, turnover £70,000 per year, owner-retiring. Box CM202, care of "The Commercial Motor." 920-787

### Miscellaneous Advertisements (contd.)

**H**AULAGE business, Birmingham, comprising of three vehicles with A licences, approx. 10 tons, for most goods. 222-924

**H**AULAGE business, based Manchester, two B licences, modern vehicles, very wide user conditions, limited company. £1,350. 222-924

**1959** Trader 7-ton tipper with A licence, North West.

**1959** Thames Trader 7-ton long-wheelbase lorry, as new, with A licence, North West area, limited company.

**1959** Trade 7-ton long-wheelbase lorry with A licence, South Eastern area, near London, limited company.

**AUSTIN** van with B licence, based Manchester, general goods, 15 miles of base.

**FULLER** particulars of the above supplied on request and some hire-purchase terms are available.

**WILDE AND BENNETT, LTD.**

HADFIELD.

HYDE, CHESHIRE.

Phone: Glossop 2902-3.

AFTER HOURS 2356.

920-433

**L**ARGE transport garage for sale on Tyneside, approx. 10,000 sq. ft., ideal for distribution department or engineering factory. Write Box CM2010, care of "The Commercial Motor." 920-62035

**H**AULAGE business, Oldham. Well established, sound connections with engineering and textile concerns, fine open & flatbeds 20 tons, four contracts houses, garage and equipment, price and particulars. Box CM209, care of "The Commercial Motor." 920-62036

August 4, 1961—THE COMMERCIAL MOTOR 65

(Supplement)

### Spare Parts and Supplies (contd.)

**C**LAFTON TYRE SERVICE. Sound part-used tyres. 32 x 8, 51 T.F., 65%; 32 x 6 H.D., 80%; 7.50 x 20, 8.50 x 20, 10.50 x 20, 11.50 x 20, 12.50 x 20, 13.50 x 20. Money refunded if tyres not approved. Send cash with order. 106a Cricketfield Rd., Clapton, London, E.5. Phone: Amb 7073. 222-875

**36 X 8, 12-ply, £23; 10x, 14-ply, £25; 10x, 8.25 x 20, 12.50 x 20, 14-ply, £22; 14-ply, £23; 14x, 9.00 x 20, 12-ply, £24.50; 14x, 14-ply, £25 10x. New tyres, carriage paid, other sizes pro rata.**

**T**HE BRITISH RUBBER CO., Station Buildings, Station Rd., Baldon, Yorks. Phone: Shipley 55427. 222-891

## Tyres and Tubes Wanted

**WANTED**, tyres of all types and sizes, spot cash. W.H. Matthews, Ltd., 97 Stockwell Rd., London, S.W.9. Brixton 2026. 222-936

## Welding

**B**ARIMAR for scientific welding repairs under Barimars money-back guarantee. Cracked and broken cylinder blocks and heads, cracked and worn valve seats, smashed crankcases, broken crankshafts and all other motor and engine parts satisfactorily repaired by Barimars. Delivery and low costs. Barimars House, 22-24 Peterborough Rd., Fulham, London, S.W.6. Renown 2147-8. Night calls. Renewal 2148. Grams, Barimars, Waigreen, London. Branches at Birmingham, Newcastle upon Tyne and Glasgow also operating at full blast. 222-759

**A**NGEL and WILLIAMS (PECKFORD), LTD., the specialists in welding repairs to defective crankcase blocks, heads, gearboxes, etc. TRAFALGAR BRIDGE WORKS, Sumner Rd., London, S.E.15. Rodney 3559. 222-602

## WHEELS

**C**RROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5. All makes and sizes in stock. 222-938

**B**EDFORD, Commer, A.E.C., Ford and most others, also wide-base conversion sets, 20,000 in stock.

**T**URNER AND KNIGHT, Southfield Paddock, Pope's Lane, Ealing, W.5. Ealing 4298. 222-728

**J**OHN CHARLTON (BOLTON), LTD., commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone: Farnworth 1884.

**2,000** Wheels in stock of all types and sizes. English and American. 222-938

**SECOND-HAND** wheels most sizes in stock, reconditioned as new. Philip Lee, Ltd., Retland St., Ilkeston, Derbys. Phone: 3590. 927-626

## WHEELBASE EXTENSIONS

**B**AICO wheelbase extensions to all popular makes of commercial vehicles, including Austin, Bedford, Commer, Dodge, Ford, Guy, Morris, etc. Baico Patents, Ltd., 327-9 High Rd., Chiswick, London, W.4. Chiswick 2286-7.

**C**HAZZIS DEVELOPMENTS, LTD., Skimpot Industrial Estate, Luton, 22771, for Bedford wheelbase extensions and York third-axle conversions. 932-6270

## WINDSCREENS

**P**ERSPEX cut to size and pattern. Denny, Ltd., 13 Netherwood Rd., W.14. She 5152, 1426. 222-557

**WINDSCREEN** assemblies, half-drops, sliding windows, manufactured alloy glass-steel. Quick frame repairs, and recladding service. British Steel Plate Co., Ltd., Cambridge Heath Rd., London, E.2. Shoreditch 3272-5. 222-823

### Miscellaneous Advertisements (contd.)

**T**RANSPORT fleet for sale together with filling station and parking stands near Team Valley Trading Estate in Gateshead. Two 20-tonners, one 14-tonner, one 10-tonner, one 8-tonner, one 6-tonner, all with semi-trailers, prices £35,000-£40,000 or near offer. For details write Box CM204, care of "The Commercial Motor." 920-35

**T**RANSPORT company, established in mid-Northumberland, offered for sale, with 11 recent model vehicles (platforms and tipper), principally Thames Traders. The company has a workshop, comprising the normal user, and the company as a whole is offered at the price of £22,000 o.n.o. For full particulars write Box CM2012, care of "The Commercial Motor." 920-6234

### Businesses, Premises, Offices, etc., Wanted

**W**ANTED. Haulage business, one or two B-wheel tippers, A licences, condition of vehicles immaterial. Box CM171, care of "The Commercial Motor." 920-6224

**W**ANTED, haulage businesses with ordinary A licences and B licences in any part of the country, or alternatively we are prepared to sell your business for a commission as we have numerous clients on our books.

**WILDE AND BENNETT, LTD.**

HADFIELD, HYDE,

CHESHIRE.

Phone: Glossop 2902-3.

AFTER HOURS 2356.

920-434

**H**ANIBAL MOVEMENTS, LTD., require haulage businesses with A and B licences. 2 Rangoon St., E.C.3. Royal 7174. 222-823

a61

**Miscellaneous Advertisements (contd.)**

**WANTED:** Haulage business, a licensed tipper, Midlands or London Areas preferred. Box CM1913, care of "The Commercial Motor." 921-86051

**CONTRACT HIRE**

**L**AND ROVERS and light vans available on contract hire. Apply for terms. **COOMBS COMMERCIALS (GUILDFORD), LTD.**, Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 920-207

**CONTRACTS FOR HIRE AND WANTED**

**C**ONTRACT A or B license work required for two 10-ton 18-ft. TSD Commercials. 1960, all new 20ft. TSD, 10-ton, overdrive. Mileage considered for one or two or three, anywhere. All replies answered promptly. Hutchins, Westleton Grange, Rattlesden. Phone, Rattlesden 226.

**C**ONTRACTS sought by 2-tonners, bodies designed and fitted to customer's requirements, quotations and receipt of sufficient information based. Dunbarton and Lancashire. Box CM208, care of "The Commercial Motor." 920-86091

**FORK-LIFT TRUCKS**

**M**OBILIFT 1,500-lb. capacity fork-lifts, single-cylinder air-cooled engines, good working order. £240. **L. W. VASS, LTD.**, Ampthill, Bedford. Ampthill 3255. 922-815

**A**EROLIFT petrol fork-lift, 15-cwt. capacity, 9 ft. lift. £450. **H**IRST petrol fork-lift, 1-ton capacity, 9-ft. lift. £595.

**W**INGROVE AND ROGERS electric fork-lift, 8 ft. 6 in. lift, 15-cwt. capacity, with charger. £650. **SPEED ELECTRICS (Dept. CM)**, Church St., Basford, Nottingham. Phone 75716. 920-6220

**Fork-lift Trucks Wanted**

**F**ORK-LIFT trucks urgently wanted!!! All types. Immediate inspection and payment. Speed Electrics, Dept. CM, Church St., Basford, Nottingham. Phone 75716. 920-6241

**INSURANCE**

**PAUL CHILDS, LTD.**, 58 BIRCH GROVE, LONDON, W.3. Acorn 2398.

**B**EST market rates—no claims bonus to 40%. Monthly or quarterly payments accepted. 920-655

**MISCELLANEOUS**

**50** Complete and unused Windsor carrier tool kits for sale. Hayes (Middx) Trading, Ltd., 73-75 Prince Regent Lane, London, E.13. Albert Dock 5601. 920-293

**PACKING AND SHIPPING**

**R**OXALY 5161. The quickest way of shipping your car anywhere in the world is through **FLEXHILL SHIPPING CO., LTD.**, 6 Rangoon St., E.C.3. 920-741

**SECURITY PARKING**

**W**HEN in Liverpool park at Bankview Service Station on Derby Rd., two miles north from the dock tunnel entrance. Phone, Bootle 5474. Weightbridge available, capacity 40 tons. Enclosed parking with 24-hour service. 922-864

**O**VERNIGHT parking for commercial vehicles in a fully enclosed yard with watchman on duty can be arranged. Write or phone Valley Transport Co., Ltd., 14a Tower Bridge Rd., London, S.E.1. Bermingham 5901, 6047.

**SITUATIONS VACANT**

**A**M.I.M.L., City and Guilds, A.M.I.Mech.E., etc. on "No pass, no fee" terms. Over 90% success. For details of exams and courses in all branches of auto., diesel, aero., mechanical engineering, etc., write for 148-page handbook, free. **B.I.E.T.** (Dept. 725), 29 Wright's Lane, London, W.8. 922-812

**E**XPERIENCED car and commercial salesman required by Vauxhall-Bedford main dealer, agency Rover, Land Rover, Jaguar. Comprehensive stock of most models always maintained. Good salary, generous commission and car supplied. Apply, Managing Director, Parsons and Parsons Garages, Ltd., Harlow, Essex. Potters Green 121. 920-6224

**E**XPERIENCED commercial vehicle salesman required by Austin distributors, fine opportunity for men of proven sales ability, excellent salary, commission and expenses provided, all details in strict confidence to General Manager, Evans and Kitchen, Horsefair, Birmingham, I. 929-x5839

**E**XPERIENCED traffic clerk required, knowledge of vehicle operation essential, London area. Write giving full details of experience, etc. Box CM1920, care of "The Commercial Motor." 920-6264

**R**EADING Northern commercial vehicle distributors, seek energetic and intelligent representative for Midlands region. Write full details to Managing Director's Assistant. Strict confidence observed. Box CM195, care of "The Commercial Motor." 920-6243

**R**EPRESENTATIVE required by one of Britain's largest Bedford and Vauxhall main dealers, must have had previous experience, references required. Write in confidence to Box CM199, care of "The Commercial Motor." 920-6258

**Miscellaneous Advertisements (contd.)**

**D**ENBIGHSHIRE COUNTY COUNCIL  
COUNTY ROADS AND BRIDGES DEPARTMENT

**APPOINTMENT OF  
PLANT ENGINEER.**

Applications are invited for the above appointment at a salary in accordance with A.P.T. Grade III (£960-£1,140 per annum).

Applicants should have a thorough knowledge of the operation and maintenance of modern highway mechanical plant and equipment. Preference will be given to candidates with appropriate qualifications, but experience and technical skill will receive due consideration.

The successful candidate will be required to provide his own motorcar for use on County business, for which allowances on the appropriate scale will be payable.

The appointment will be made on probationary basis, up to a satisfactory medical examination and is renewable. Contribution made towards removal expenses of successful applicant and consideration given to the payment of lodging allowance to married officers.

Application forms and further particulars obtainable from me. Completed forms to be returned by August 19, 1961. W. E. BUFTON,

County Offices, Clerk of the County Council, Ruthin. 920-21

**F**OREMAN required for vehicle service depot opening shortly in S.E. London area, must be experienced in all aspects of motor vehicle repairs and able to organize and control staff. Write full details including present salary to Box CM201, care of "The Commercial Motor." 920-38

**S**HAW AND KILBURN, LTD., Vauxhall-Bedford main distributors, require a fully experienced service manager for their Luton branch, must be conversant with handling all aspects of a large service operation, excellent opportunity for a man of ability to join a large and expanding organization. Applications in strict confidence, marked "Personal" to Branch Manager, Shaw and Kilburn, Ltd., 546-550 Dunstable Rd., Luton. Beds. 920-39

**EXPRESS OF CLERKENWELL 4425****HAVE VACANCIES FOR:—****FITTERS.**

with and without diesel experience, for new commercial-vehicle service department opening shortly, good rates and clean conditions.

**RECEPTION ENGINEER**

FOR CAR SERVICE DEPARTMENT.

**YARD MARSHAL**

ALSO

**PETROL PUMP ATTENDANT.**  
150 GOSWELL ROAD, E.C.1. 090-341

**M**ECCHANIC required to look after small fleet, N.W. London. Phone, Mr. Mapleton, Gladstone 1181. 920-61

**M**AIN FORD Dealers in South require experienced diesel mechanic, also works foreman, to take charge of passenger car workshops, excellent accommodation. Apply Box CM203, care of "The Commercial Motor." 920-36

**S**ERVICE Manager for large garage, central London. Jagger and B.M.C. experience valuable, cars and trucks, should be young, energetic, with good prospects and prospects for qualified man able to lead staff and cultivate customers. Please give full details of age and experience in complete confidence to Managing Director, Box CM205, care of "The Commercial Motor." 920-34

**M**ANCHESTER CORPORATION TRANSPORT  
DEPARTMENT

**REQUIRE****PROCESS AND PLANNING OFFICER.**

The successful applicant will be in charge of incentive scheme operation and of the rate-fixing section at the Departmental Central Rating Works and seven bus garage. Salary £1,140-£1,310 per annum. Preferable qualifications, Final Examination I.Mech.E. or H.N.C. Further details and application forms from the

**GENERAL MANAGER,****55 PICCADILLY,**

MANCHESTER, 1.

Applications returnable by Tuesday, August 15, 1961. 920-233

**T**RANSPORT manager required for Sheffield office of national transport company, excellent salary, prospects, car and detached house available for successful applicant. Full details to Ross Garages, Ltd., Barrow Rd., Sheffield, 9. 921-6277

**W**ANTED. Two experienced diesel engine fitters for work on tractors and lorries in the Peterfield Midland area. Must be able to do relief driving on heavy lorries but not essential. For full particulars apply Maxwell of Emsworth, Ltd., Shamrock, Southbourne Avenue, Emsworth. Phone, Emsworth 2268-9. 920-235

**T**RAFFIC Clerk, male or female, required South Lancs. experienced return loading of vehicles, sub-contracting and clearing house procedure, wages £12. to competent person. Apply Box CM204, care of "The Commercial Motor." 920-6349

**Miscellaneous Advertisements (contd.)**

**T**RANSPORT manager required by small road transport contractors in St. Helens, Widnes area, salary in region of £700-£750. Apply Box CM203, care of "The Commercial Motor." 920-6334

**F**IRST-CLASS parlour maid required, preferably with Vauxhall-Bedford experience, living accommodation available. Apply in writing, stating salary and experience, to Green Garages, Ltd., 641 Staines Rd., Bedfont, Middx. 920-622

**SITUATIONS WANTED**

**T**RANSPORT manager desires change, familiar all types haulage, operating large & licence fleet, engineering knowledge. Box CM184, care of "The Commercial Motor." 920-622

**STORAGE AND DISTRIBUTION**

**L**ENHAM STORAGE CO., LTD., near Maidstone, Kent, Southern England's foremost warehouses, capacity 3½ million cu. ft. For storage and daily distribution of all classes of commodities by own covered transport throughout Kent, Surrey, Sussex and Hants. Phone, Lenham 441 (five lines).

**L**ARGE storage space available, unloading, etc., under cover, on main trunk road, 20 miles London Docks, good handling facilities. Chalk Farmhouse, Ltd., East Horndon Hall, Tilbury Rd., Brentwood, Essex. 920-5983

**S**TORAGE and distribution service available, London area, the Midlands and South Coast. Specialists in box vehicle traffic, part loads or full loads. Write Box CM201, care of "The Commercial Motor." 920-893

**TENDERS**

**B**OROUGH OF ENFIELD has for disposal one 600 gal. B.R. Bristol's bitumen distributor (1954), complete with accessories, mounted on a trailer. Further details from Borough Engineer and Surveyor, 7 Little Park Gardens, Enfield. 920-26

**CITY OF LIVERPOOL.****TENDERS INVITED FOR SUPPLY AND DELIVERY OF TWO SIDE-LOADING****REFUSE COLLECTING VEHICLES.**

Documents from City Engineer and Surveyor, Municipal Buildings, Liverpool, 2. Tenders returnable by August 25, 1961.

J6940. Town Clerk, THOMAS ALKER, 920-24

**OMNIBUSES FOR DISPOSAL****THE READING CORPORATION HAVE FOR DISPOSAL:—****FOUR****DOUBLE-DECK OMNIBUSES,**

50-SEATER, LOW-BRIDGE TYPE, BODIES BY PARK ROYAL, A.E.C. 105 mm. SIX-CYLINDER ENGINES. These omnibuses have been withdrawn from service due to delivery of new vehicles and are available for test and inspection. Forms of tender, giving full particulars, obtainable from the Transport Manager and Engineer, Reading Corporation Transport, Mill Lane, Reading. Closing date for tenders, FRIDAY, AUGUST 18, 1961.

G. F. DARLOW, Town Clerk, 920-33

**ST. HELENS CORPORATION TRANSPORT.****VEHICLES FOR DISPOSAL.****TENDERS ARE INVITED FOR THE PURCHASE OF THE FOLLOWING SURPLUS VEHICLES:—****SEVEN****HYBRIDGE DOUBLE-DECK A.E.C.**

REGENT MK. III OMNIBUSES, R.T. TYPE, 9.6 LITRE ENGINES.

FIRST LICENSED IN 1951-52.

View by appointment: Phone, St. Helens 3164, or 4061, extension 253.

Full details, tender forms, and conditions of sale may be obtained from the undersigned, to whom completed tenders may be delivered not later than 10 a.m. on Monday, August 28, 1961.

Transport Offices, J. W. HOULT, Shaw St., Deputy General Manager, ST. HELENS. 920-32

**CITY OF MANCHESTER.****TENDERS INVITED FOR THE SUPPLY OF AN****AUSTIN A152 CHASSIS****WITH LOMAS JUNIOR DUAL-PURPOSE AMBULANCE BODY.**

Specification and tender forms obtainable from Airport Director, Manchester Airport, Wythenshawe, Manchester, 22, returnable by August 21, 1961. 920-280

## BOOKS AND PUBLICATIONS

**M**AINTENANCE RECORD (Charnwood Series No. 59). A life history of each vehicle with tyre records, periodical fuel consumption, 4s. 6d. post free.  
**D**IESEL oil booklets. Cost books, etc. Send for descriptive list.  
**C**CHARWOOD PUBLISHING CO., LTD. Coalville, 222-223

**T**HE OPERATORS' GUIDE TO THE TRANSPORT ACT, 1953. Explains the process of denationalization of road goods transport and the rights and liabilities of road transport operators. 32 pages, 1s. net from booksellers, or 1s. 6d. by post from the publishers, Temple Press Limited, Bowring Green Lane, London, E.C.1 222

**M**OTOR VEHICLE MECHANICS' TEXTBOOK (Second Edition), by G. Sully. Published by the Craft and Guilds London Institute. Examination in Motor Vehicle Service Mechanics' Works. This book is designed for students entering for the Award of the National Craftsmen's Certificate of Automobile Technology. It deals with many of the mathematical and mechanical problems which the student is likely to encounter in his work. Illustrated, 237 pages, 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers, Temple Press Limited, Bowring Green Lane, London, E.C.1 222

**T**HE ROAD TRANSPORT ENGINEER. Edited by G. Mackenzie Junner. This textbook deals with the specialized work of the engineer in the maintenance, repair and overhaul of commercial vehicles employed in transport. It covers all types of vehicles. The rates range from the basic principles of vehicle maintenance to the economics of operation and embrace insurance, road transport law and management. 196 pages, illustrated, price 21s. net from booksellers, or 22s. by post from the publishers, Temple Press Limited, Bowring Green Lane, London, E.C.1 222

**M**ODERN CLEANSING APPLIANCES\* by Ashley Taylor. A survey of the municipal cleaning field, with information on its practices and appliances both in Great Britain and abroad. Illustrated, 160 pages, 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers, Temple Press Limited, Bowring Green Lane, London, E.C.1 222

**L**ONDON WHARVES AND DOCKS (2nd Edition). A guide to the wharves and docks lining the river from Teddington to Gravesend. Detail facilities afforded by the wharves, together with 17 full-page maps showing their positions. A pull-out map indicating the main routes to London's dock area is included. Illustrated, 104 pages, 7s. 6d. net (estimated price), bound 6s. net (estimated) card covers from booksellers, or 8s. 6d. and 6s. 6d. respectively by post from the publishers, Temple Press Limited Bowring Green Lane London, E.C.1 222

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THIRD AXLE and  
TWIN STEER ATTACHMENTS  
FOR EXTRA PAYLOAD

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Clitheroe Rd.  
Whalley,  
Lancs.  
Tel.: 23187

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10,000 Tyres always in stock.  
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BRIXTON 2026 (8 lines)  
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HENRY BOYS & SON LTD.  
OXFORD ST. WALBALL 21281

**FOR ALL NEW THAMES & USED VEHICLES**  
**DAGENHAM MOTORS**  
WOOLWICH  
**WOO 7771**  
TRUCK SALES DEPT.

## THE BRITISH ELECTRIC TRACTION COMPANY, LIMITED

## PROFITS AGAIN INCREASED

## SATISFACTORY YEAR FOR BUS COMPANIES UNDER DIFFICULT CONDITIONS

## MR. H. C. DRAYTON'S REVIEW

**T**HE SIXTY-FIFTH ANNUAL GENERAL MEETING of the British Electric Traction Company, Limited, was held on 27th July, 1961, in London. Mr. H. C. DRAYTON, Chairman of the Company, in the course of his address, said:—

When I met you in July 1957, I finished my speech by telling that those three years had been a time of sowing, and that what we had planted was expected to harvest in the next few years. The profit which I had to report to you at that meeting, for the year ended 31st March, 1957, was, before taxation, £3,925,000. As you have seen from the Report which we are ayeing before you today, the comparable profit before taxation for the year ended 31st March, 1961, is £4,895,000, an achievement of which we, the shareholders, are very proud. The dividends received by the shareholders have not been left out of this harvest as the dividends they received for the year ended March 1957 was 25%, and the dividend your directors are recommending for this year is 50%.

If you endorse this recommendation, there will remain a balance of profits attributable to the Company and retained by the Company of £1,077,000, and an amount to be added to the Undivided Profits Account of £693,000, making in all £1,370,000 retained.

Mr. W. T. James, who had passed normal retiring age, resigned from the Board during the year. He joined the executive staff of the B.E.T. in 1945 and the Board in 1948, having previously been General Manager of the Western Welsh Omnibus Company. He has contributed greatly to our continued improvement of Mr. James's services to the Company and I would like to pay a personal tribute to him. He was responsible for acquiring the business of Lewis & James, of which he was a partner, which later became part of the Western Welsh Omnibus Company. He and I were great friends, and we both had great pride in the development of our services and the success of the British Electric Traction Company. Needless to say, I wish him a long and happy retirement, and I am sure you will join me in those wishes.

## BUS INTERESTS AT HOME

Our bus companies in England had a satisfactory year in 1960, although we were obliged to seek increased fares to meet the cost of the substantial wage settlements negotiated by the Unions in May 1960. We also were hit by the bad weather of last summer which was not conducive to people travelling by bus. However, in spite of the weather, the total number of passengers carried increased, resulting in a reasonable return on the shareholders' investment. Since 1953, we have had a number of new contracts awarded since 1959. Yet another wage claim has been lodged by the Unions since the end of the year and this is being referred to arbitration. The company has managed to operate at fares which have remained unaltered since we took over in 1953 but it must be understood that any further increase in wages can only bring nearer the day when we shall be forced to seek additional revenue through an upward adjustment of fares.

## OVERSEAS INTERESTS

Although we had a little better year in Canada and the profits of Canadian Motorways were a little higher, they are still unsatisfactory and the return on the money we have invested infinitesimal. The country itself has been through a hard time, and the trade and industry had not shown any signs of recovery up to the time the company's year ended, which was on 31st December 1960.

Canada has been a disappointing field to us, although perhaps our experience is better than that of a number of other people who have ventured into that country. I cannot hold out the prospect that this year is going to be very much better than the experience of 1960. Unless there is an upward surge in the economy of Canada, I do not look for materially increased results.

In East Africa, where our interests are looked after and operated by our friend United Transport Company, Ltd., the companies there showed only slightly less than the percentage of the previous year and we received the same rate of dividend.

Rhodesia United Transport had another successful year in spite of the political difficulties and the dividend we received was

What we went into Kingston, Jamaica to operate the bus service there, I think the best way to describe it was that it was in extremely poor shape. New buses were ordered, a proper maintenance and engineering department was put in and the number of passengers carried increased, resulting in a reasonable return on the shareholders' investment. Since 1953, we have had a number of new contracts awarded since 1959. Yet another wage claim has been lodged by the Unions since the end of the year and this is being referred to arbitration. The company has managed to operate at fares which have remained unaltered since we took over in 1953 but it must be understood that any further increase in wages can only bring nearer the day when we shall be forced to seek additional revenue through an upward adjustment of fares.

## OTHER INTERESTS

Our subsidiary, Advance Laundry, Ltd., had a record year in 1960, when the profits rose by more than 50% compared with 1959. Whilst more than half of the improvement was derived from our "Towelmaster" service and linen hire service, I am pleased to say that both the laundry and dry cleaning sections contributed substantially to the increase.

The progress for the current year to date is encouraging, and I expect the company to show a profit in 1961 will not share a further expansion in business and profits, but I cannot pretend that it will necessarily be as great as in 1960.

The Rediffusion Company, in which we have a large interest, had a successful year and the dividend was increased. As the result of the new contract which our subsidiary, Advance Laundry, year, the full effect of that increase is not reflected in the Accounts before you, but will fall into the Accounts for the current year.

Associated-Rediffusion, in which as you know we have a heavy interest both by our direct holding of 50% of the capital and by an indirect holding through Rediffusion, has produced us additional revenue in the year under review.

We are pleased to announce that the company announced its results for the year ended April, 1961, which were extremely satisfactory.

The final dividend, which was declared will fall into our current year's revenue, and provided the company maintains its interim dividend, will mean an increase in revenue for our Company for the current year.

When we purchased the capital of Edilcon Plant in 1949 its main business was the hiring out of road rollers to contractors and municipal authorities. Since then we have been steadily improving and widening its sphere of business, particularly in the field of contractors' plant. Today we have sixteen depots, as we claim we have the country's largest fleet of contractors' plant, including road rollers, and provide unsurpassed national coverage.

For its year ended March 1961, the company had a record year and revenue and profits both showed considerable increases compared with the previous year. Both during the year under review and since the end of our year, we have embarked further capital to provide the necessary finance for the expansion of this business.

## CURRENT YEAR

When we come to the current year, I think I have indicated to you certain directions in which we can look for increased profits. There can be disappointments and Canada could be one of them, although I must point out that it could be a revenue producer for us future. However, taking it all in all, I shall be disappointed when we come next. If the results do not show an increase, but you must not expect such a big increase as in the year under review.

The report and accounts were adopted.

**AIC****SALES  
DIRECTOR**

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